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FRIDAY, NOVEMBER 21, 1873.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

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

WHEREAS by an Act of Parliament made and passed in the Session of Parliament holden in the thirty-third and thirty-fourth years of the reign of Her present Majesty, intituled "An Act for amending the law relating to the Extradition of Criminals," it was amongst other things enacted, that where an arrangement has been made with any foreign State with respect to the surrender to such State of any fugitive criminals, Her Majesty may, by Order in Council, direct that the said Act shall apply in the case of such foreign State; and that Her Majesty may, by the same or any subsequent Order, limit the operation of the Order, and restrict the same to fugitive criminals who are in or suspected of being in the part of Her Majesty's dominions specified in the Order, and render the operation thereof subject to such conditions, exceptions, and qualifications as may be deemed expedient:

And whereas a Treaty was concluded on the thirteenth day of November, one thousand eight hundred and seventy-two, between Her Majesty and the Emperor of Brazil for the Mutual Extradition of Fugitive Criminals, which Treaty is in the terms following:—

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of Brazil, having judged it expedient, with a view to the better administration of justice, and to the prevention of crime within their respective territories and jurisdictions, that persons accused, or convicted, of the crimes hereinafter enumerated, being fugitives from justice, should under certain circumstances be reciprocally delivered up, have resolved to name their Plenipotentiaries for the celebration of a Treaty for this purpose, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, George Buckley Mathew, Esquire, Companion of the Most Honourable Order of the Bath, Her Envoy Extraordinary and Minister Plenipotentiary to His Majesty the Emperor of Brazil;

And His Majesty the Emperor of Brazil, the Marquis of S. Vicente, a Counsellor of State, Dignitary of the Order of the Rose, Senator and Grandee of the Empire;

Who, having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles:—

ARTICLE I.

The High Contracting Parties engage to deliver up, reciprocally, those persons who, being accused or convicted of having committed crime in the territory of the one Party, shall be found within the territory of the other, under the circumstances

SUA Magestade a Rainha do Reino Unido da Grã Bretanha e Irlanda, e Sua Magestade o Imperador do Brazil, julgando conveniente, com o fim de melhorar a administração da justiça e prevenir o crime dentro de seus respectivos territorios e jurisdicções, que as pessoas accusadas ou convictas dos crimes abaixo enumerados, refugiadas do alcance da justiça, sejam reciprocamente entregues, mediante certas circunstancias, resolverão nomear seus Plenipotenciarios para a celebração de um Tratado com esse objecto, a saber:—

Sua Magestade a Rainha do Reino Unido da Grã Bretanha e Irlanda, o Senhor George Buckley Mathew, Cavalleiro da muito honrada Ordem do Banho, Sen Enviado Extraordinario e Ministro Plenipotenciario junto de Sua Magestade o Imperador do Brazil;

E Sua Magestade o Imperador do Brazil, o Marquez de S. Vicente, Conselheiro d'Estado Dignitario da Ordem da Rosa, Senador e Grande do Imperio;

Os quaes, depois de terem communicado seus respectivos plenos poderes, achados em boa e devida fórma, ajustarão e accordarão nos seguintes Artigos:—

ARTIGO I.

As Altas Partes Contractantes se obrigão a entregar reciprocamente os individuos que sendo accusados ou convictos de ter commettido crime no territorio de uma dellas, forem encontrados no territorio da outra, mediante as circunstancias e

and conditions that are laid down in the present Treaty.

ARTICLE II.

The crimes for which the extradition shall be granted are the following :—

1. Murder, or attempt to murder.
2. Manslaughter.
3. Illegal fabrication, counterfeiting, or falsification, uttering or bringing into circulation counterfeit or falsified money.
4. Forgery, or imitation, counterfeiting or falsification, of any document or paper (comprising the crimes designated in the criminal code of Brazil as imitation, counterfeiting, or falsification of paper money, notes of banks, or other securities public or private, as well as the intentional use or the bringing into circulation of any papers imitated, counterfeited, or falsified.
5. The purloining, or embezzlement, of moneys or effects, public or private, by abuse of confidence.
6. Frauds, or false or fraudulent pretences, to obtain moneys or effects from another.
7. Bankruptcies subject to criminal prosecution, according to the laws applicable thereunto.
8. Malversation, or fraud, committed by a bailee, banker, agent, factor, trustee, or director, or member, or officer, of any Company, made criminal by any law in force.
9. Rape, by force or threats.
10. Abduction.
11. Child-stealing.
12. House-breaking, with intent to steal, or to commit other crimes.
13. Crimes resulting from the act of wilfully setting fire to a house, or to buildings connected therewith, to the prejudice of another.
14. Robbery with violence.
15. Piracy according to the law of nations.
16. Sinking or destroying a vessel on the high seas, or the attempt to perpetrate such acts.
17. Crimes arising from assault on board a ship on the high seas, with intent to cause death, or grievous bodily injuries.
18. Crimes arising from the revolt of two or more persons on board a ship on the high seas, against the authority of the captain.
19. Extradition will also take place for participation in any of the above-named crimes, provided that such participation shall be punishable by the laws of both the States of the High Contracting Powers.

ARTICLE III.

No British subject shall be delivered up by the Government or authorities of the United Kingdom to the Government or authorities of the Empire; and in like manner no Brazilian subject shall be delivered up by the Government or authorities of the Empire to the Government or authorities of the United Kingdom.

If, however, the person who has taken refuge in the territory of the other High Contracting Party shall have become naturalized there after the perpetration of the crime, such naturalization shall not be an obstacle to his extradition according to the stipulations of this Treaty.

ARTICLE IV.

The extradition shall not take place if the person claimed has already been tried and acquitted, or punished, or if he is under trial, for the same

condições que são estabelecidas no presente Tractado.

ARTIGO II.

Os crimes pelos quaes se deverá conceder a extradição são os seguintes :—

1. Homicidio sujeito á pena de morte ("murder"), e tentativa d'elle.
2. Homicidio ("manslaughter").
3. Fabricação illegal, contrafacção ou falsificação de moeda. emittir ou introduzir na circulação moeda contrafeita ou falsificada.
4. O crime de falsidade, ou imitação, contrafacção, ou falsificação de qualquer documento ou papel, comprehendendose os crimes designados na lei criminal do Brazil, de imitação, contrafacção, ou falsificação do papel moeda, notas dos bancos, ou outros titulos publicos ou particulares; assim como o uso premeditado ou introdução na circulação de quaesquer papies imitados contrafeitos ou falsificados.
5. Subtracção, ou extravio, de dinheiros ou valores publicos ou particulares, com abuso da confiança.
6. Artificios, ou pretextos falsos ou fraudulentos, para aquisição de dinheiros ou valores de outrem.
7. Crimes de banca rota sujeitos ao processo criminal na forma das leis que lhes são applicaveis.
8. Malversação ou fraude commettida por depositario, banqueiro, agente, corrector, curador, director, membro, ou empregado de alguma companhia, considerada crime por lei em vigor.
9. Defloração ou violação ("rape") por violencia ou ameaças.
10. Rapto violento.
11. Subtracção de criança.
12. Arrombamento de caza com o fim de roubar ou para commetter outro crime.
13. Crimes resultantes do incendio voluntario de uma caza, ou de edificios connexos com ella, em prejuizo de outrem.
14. Roubo.
15. Pirataria segundo o direito das gentes.
16. Destruição de navio no alto mar, ou facto de metter-o a pique, ou tentativa de taes actos.
17. Crimes resultantes de assalto a bordo de um navio no alto mar, com intenção de causar a morte, ou graves offensas physicas.
18. Crimes resultantes da revolta por duas ou mais pessoas de bordo de um navio em alto mar contra a auctoridade do capitão.
19. A extradição terá tambem logar por cumplicidade em algum dos crimes acima declarados, uma vez que tal cumplicidade seja punivel pelas leis de ambos os Estados das Altas Partes Contractantes.

ARTIGO III.

Nem um subdito Britannico será entregue pelo Governo ou auctoridades do Reino Unido ao Governo ou auctoridades do Imperio; e semelhantemente nem um subdito Brasileiro será entregue pelo Governo ou auctoridades do Imperio ao Governo ou auctoridades do Reino Unido.

Entretanto si o refugiado no territorio da outra Alta Parte Contractante ahí se tivesse naturalizado depois da perpetração do crime, tal naturalização não servirá de obstaculo a extradição segundo as estipulações deste Tractado.

ARTIGO IV.

A extradição não terá logar si o individuo reclamado já tiver sido processado, e absolvido, ou punido, ou si estiver sendo processado, pelo mesmo

rime for which extradition is asked. If he should be under trial for any other crime, his extradition shall be deferred until the conclusion of the trial, and the fulfilment of the punishment, when such may have been awarded.

ARTICLE V.

The extradition shall also not take place if, after the perpetration of the crime, or the institution of the penal prosecution, or the conviction thereon, the refugee shall have acquired exemption from prosecution, or punishment, by lapse of time, according to the laws of the State appealed to.

ARTICLE VI.

The person claimed shall not be delivered up for crimes of a political character, and when he shall have been delivered up on other grounds he shall not be punished for anterior political crimes. He shall not, moreover, be delivered up if he can clearly prove that the requisition is made with the object of trying him, or of punishing him, for a political crime.

ARTICLE VII.

A person surrendered cannot be kept in prison, or brought to trial, in the State to which the surrender is made, for any other crime, or on account of any other matters, than those for which the extradition has been granted. This statement is not applicable to crimes committed after the extradition.

ARTICLE VIII.

If the person whose extradition is demanded by one of the High Contracting Parties shall be also claimed by one or more other Governments, on account of crimes committed in their respective territories, the following rule shall be observed :

If he shall be a subject of the High Contracting Party who claims him, the surrender shall be made to it. If he be not so, the other High Contracting Party shall have the power of delivering him up to the reclaiming Government which in the case in question may appear to the former best entitled to the preference.

ARTICLE IX.

A requisition for extradition shall be made through the respective Diplomatic Agents of the High Contracting Powers.

When it relates to a person accused only, it must be accompanied by the warrant of arrest, issued by the competent authority of the State applying for it, and by such evidence as according to the laws of the place where the accused is found, would justify the arrest if the crime was there committed.

If the extradition refers to a person already convicted, the application must be accompanied by a copy of the sentence of condemnation, passed against him, given by a competent Tribunal of the State making the requisition.

The requisition cannot, however, be founded on a sentence passed *in contumaciam*, that is to say, when the delinquent has not been personally cited to defend himself.

ARTICLE X.

If the requisition has been in conformity with the foregoing stipulations, the competent authorities of the State to which it has been addressed shall proceed to the capture of the refugee. The prisoner shall be brought before a competent authority, who is to examine him and conduct the preliminary

crime pelo qual se pede a extradição. Si estiver sendo processado por outro qualquer crime, a sua extradição será demorada até a conclusão do processo, e cumprimento da pena, quando lhe tenha sido imposta.

ARTIGO V.

A extradição não terá também lugar, si depois da perpetração do crime, ou da instauração do processo criminal, ou da sentença condemnatoria, tiver o refugiado adquirido, por meio da prescrição, segundo as leis do paiz ao qual se fez o pedido, a isenção da accusação ou da punição.

ARTIGO VI.

O reclamado não será entregue por crimes de caracter politico, e quando for entregue por outros fundamentos não poderá ser punido por crimes politicos anteriores. Não será também entregue si elle evidentemente provar que a requisição é feita com o fim de processal-o ou punil-o por crime politico.

ARTIGO VII.

O individuo entregue não poderá ser conservado preso ou submettido a processo no Estado ao qual se fez a entrega por outro crime, ou em virtude de outras causas que não sejam aquellas pelas quaes se conceden a extradição. Esta estipulação não é applicavel aos crimes commettidos depois da extradição.

ARTIGO VIII.

Si o individuo cuja extradição uma das Altas Partes Contractantes pedir, for igualmente reclamado por outro ou outros Governos, em consequencia de crimes commettidos nos seus respectivos territorios, observar-se ha o seguinte :

Si for subdito da Alta Parte Contractante que o reclamar, a entrega será feita á ella. Si não for, a outra Alta Parte Contractante terá a faculdade de entregal-o ao Governo reclamante que, no caso dado lhe pareça que deve ter a preferencia.

ARTIGO IX.

A requisição para a extradição será feita por intermedio dos respectivos Agentes Diplomaticos das Altas Partes Contractantes.

Si ella referir-se a um individuo sómente accusado, devrá ser acompanhada do mandado de prisão expedido pela auctoridade competente do Estado que a solicitar, e de provas que segundo as leis do logar onde o accusado for encontrado justificassem a captura quando o crime fosse ali commettido.

Si a extradição referir-se a um individuo já sentenciado, o pedido deverá ser acompanhado do traslado da sentença condemnatoria expedida contra elle pelo Tribunal competente do Estado que fizer a requisição.

A reclamação não pode porem ser fundada em sentença proferida *in contumaciam*, isto é, quando o reo não for pessoalmente citado para defender-se.

ARTIGO X.

Si a requisição estiver de conformidade com as anteriores estipulações, a auctoridade competente do Estado a que ella se tiver dirigido procederá á captura do refugiado. O preso será levado á presença da auctoridade competente, que terá de examinal-o, e de dirigir as investigac es.

investigations of the case just as if the apprehension had taken place for crime committed in the same country.

ARTICLE XI.

The extradition shall in no case take place before the expiration of fifteen days counted from the apprehension, and after that delay it shall only be carried out when the evidence has been found sufficient according to the laws of the country applied to, either for subjecting the prisoner to trial if the crime had been there committed, or to prove the identity of the person convicted and condemned by the Tribunals of the State making the requisition.

ARTICLE XII.

In the examinations which are to be made in conformity with the foregoing stipulations, the authorities of the State to which application is made, shall admit as valid evidence the sworn depositions or declarations of witnesses, which were taken in the other State, or the respective copies thereof as well as the judicial documents, warrants, or sentences, transmitted therefrom, provided they are signed or certified by the hand of the judge, magistrate, or public officer of that State, and authenticated, either by the oath of some witness, or by the official seal of the Minister of Justice or some other Minister of State.

ARTICLE XIII.

If within two months counting from the date of arrest, sufficient evidence for the extradition shall not have been presented, the person arrested shall be set at liberty. He shall likewise be set at liberty if, within two months of the day on which he was placed at the disposal of the Diplomatic Agent, he shall not have been sent off to the reclaiming country.

ARTICLE XIV.

All the articles found in the possession of the person demanded, at the time of his apprehension, shall be seized in order to their delivery with him, when his extradition shall take place.

This delivery shall not be limited to effects or articles robbed, stolen, or obtained by other crimes, but shall extend to all that might serve as evidence of the crime; it shall be made even when the extradition could not be made after orders to that effect, on account of the flight or death of the person claimed.

ARTICLE XV.

The High Contracting Parties renounce whatever claims they may have for the reimbursement of the expenses incurred for the apprehension and maintenance of the persons to be delivered up, and for their conveyance until they shall be placed on board ship, as they agree to defray these outgoings in their respective countries.

ARTICLE XVI.

The stipulations of the present Treaty shall apply to the colonies and other possessions of Her Britannic Majesty.

The requisition for the surrender shall be made to the Governor, or to the chief authority, in the Colony or Possession, by the highest Consular Agent of Brazil.

The surrender shall be made by the Governor or the chief authority, who shall, however, have the power either to make it, or to refer the matter to his Government.

Both in the requisitions and in the surrender,

minares do cazo como si a captura fosse effectuada por crime commettido no mesmo paiz.

ARTIGO XI.

A extradicação nunca terá logar antes da expiração de 15 dias contados da captura, e depois d'esse prazo só se effectuará quando as provas forem julgadas sufficientes segundo as leis do paiz á que for pedida, ou seja para sujeitar o preso á processo si o crime fosse ahi commettido, ou seja para justificar a identidade da pessoa convicta e condemnada pelos tribunaes do Estado que fez a requisição.

ARTIGO XII.

Nos exames á que se tiver de proceder de conformidade com as precedentes estipulações, as auctoridades do Estado, á que se fez o pedido, admittirão como provas os depoimentos sob juramento, ou as declarações, das testemunhas, que forão tomadas no outro Estado ou as respectivas copias, assim como os documentos judiciaes, mandados, ou sentenças, expedidos d'alli, com tanto que sejam assignados ou legalizados pela propria mão do juiz, magistrado ou empregado publico d'aquelle Estado, e authenticados ou por juramento de alguma testemunha ou com o sello official do Ministro da Justiça, ou de qualquer outro Ministro d'Estado.

ARTIGO XIII.

Si dentro de dous mezes contados da data da captura, não forem apresentadas provas sufficientes para que se realice a extradicação, o preso será posto em liberdade. Tambem será posto em liberdade si, dentro de dous mezes contados do dia em que for declarado que está á disposição do Agente Diplomatico, este não o tiver remettido para o Estado reclamante.

ARTIGO XIV.

Todos os objectos encontrados em poder do individuo reclamado, ao tempo de sua prisão, serão apprehendidos afim de serem entregues com o individuo quando se verificar sua extradicação.

Essa entrega não se limitará ás propriedades ou artigos furtados, roubados, ou obtidos por outros crimes, mas se extenderá á tudo quanto possa servir para a prova do crime; ella terá logar ainda quando a extradicação depois de ordenada não se possa verificar por fuga ou morte do individuo reclamado.

ARTIGO XV.

As Altas Partes Contractantes renuncião quaesquer reclamações que tenham por fim o reembolso das despezas feitas com a prisão e manutenção dos individuos que tem de ser entregues, e com a sua conducção até serem postos á bordo, por isso que concordão fazer essas despezas em seus paizes reciprocamente.

ARTIGO XVI.

As estipulações do presente Tractado serão applicaveis ás colonias e outras possessões de Sua Magestade Britannica.

A requisição para a entrega será feita ao Governador, ou á auctoridade principal, da colonia ou possessão, pelo respectivo Agente Consular mais graduado do Imperio do Brazil.

A entrega será feita pelo Governador ou auctoridade principal, a qual todavia terá facultade de realisal-a, ou de submeter o assumpto ao seu Governo.

Tanto na requisição como na entrega, observar-

the conditions established by the foregoing Articles of this Treaty shall be, as far as may be possible, adhered to.

As Her Britannic Majesty has the power to adopt special arrangements in the Colonies and possessions, respecting the delivering up of delinquents, Her Majesty will facilitate the reclamations of Brazil in this respect, as far as may be possible, with due regard, however, to the provisions of this Treaty.

ARTICLE XVII.

The present Treaty shall come into force ten days after its publication, and in conformity with the forms prescribed by the laws of the countries of the High Contracting Parties. It will remain in force until one of these shall give notice for its termination, but it shall then remain in force for six months, counted from the day of this notification.

This Treaty shall be ratified, and the ratifications exchanged in Rio de Janeiro, within three months, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the present Treaty, and have affixed thereto the seal of their arms.

Done at Rio de Janeiro, on the thirteenth day of the month of November, of the year of Our Lord Jesus Christ one thousand eight hundred and seventy-two.

(L.S.) GEORGE BUCKLEY MATHEW.
(L.S.) MARQUEZ DE S. VICENTE.

se ha, quanto possivel, as regras estabelecidas nos precedentes Artigos deste Tractado.

Como Sua Magestade Britannica tem a faculdade de adoptar disposições especiaes quanto ás colonias e possessões, em relação á entrega de delinquentes, Sua Magestade facilitará as reclamações do Brazil a semelhante respeito, quanto possivel, cingindo-se todavia as bases deste Tractado.

ARTIGO XVII.

O presente Tractado começará á vigorar dez dias depois de sua publicação, e de conformidade com as formulas prescriptas pelas leis dos Estados das Altas Partes Contractantes. Elle perdurará até que qualquer d'ellas denuncie a sua cessação, mas ainda então terá vigor por seis mezes contados do dia de tal notificação.

Este Tractado sera ratificado, e as ratificações trocadas no Rio de Janeiro dentro de trez mezes, ou antes si for possivel.

Em testemunho do que os respectivos Plenipotenciarios assegnarão o presente Tractado, e lhe pozerão o sello de suas armas.

Feito no Rio de Janeiro aos treze dias do mez de Novembro do anno de Nosso Senhor Jesus Christo de mil oitocentos e setenta e dois.

(L.S.) GEORGE BUCKLEY MATHEW.
(L.S.) MARQUEZ DE S. VICENTE.

The Undersigned, Plenipotentiaries of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and of His Majesty the Emperor of Brazil, charged with making a Treaty for the extradition of criminals, upon which they have at this present agreed, having met in conference, took into their consideration the following subjects:—

They directed their attention to the fact that the criminal law of England punishes the crime of infanticide with the same penalty as that of murder, when accompanied by corresponding circumstances, and that it results therefrom that extradition should take place even for attempting to commit that crime.

On the other hand, they observed, that according to the Brazilian law, infanticide is not punished as murder, nor even as manslaughter, but as a crime distinct from both, and by a minor punishment, and that consequently extradition should not take place for the attempt.

They consequently resolved to declare that extradition shall solely take place for the crime of infanticide, and not for an attempt to commit that crime.

With this declaration they agreed to close this conference, from which the present Protocol emanates, which being found in conformity, was signed, each having a copy thereof.

Done in the city of Rio de Janeiro, the thirteenth day of November of 1872.

(L.S.) GEORGE BUCKLEY MATHEW.
(L.S.) MARQUEZ DE S. VICENTE.

Reunidos em conferencia os Plenipotenciarios de Sua Magestade a Rainha do Reino Unido da Grã Bretanha e Irlanda, e de Sua Magestade o Imperador do Brazil, abaixo assignados, encarregados de ajustar um Tractado de extradição de delinquentes, em que nesta data accorderão, tomarão em consideração a seguinte materia:

Ponderou-se que a lei criminal Inglesa pune o crime de infanticidio com a mesma pena do crime de *murder*, quando acompanhado das circumstancias deste, e que dahi resulta ter lugar a extradição mesmo por tentativa.

Por outra lado ponderou-se que segundo a lei Brasileira, o infanticidio não é punido como o homicidio sujeito á pena de morte, nem mesmo como homicidio, sim como crime distincto d'elles, e com pena menor, e que consequentemente não deve ter lugar a extradição por tentativa.

Resolverão pois declarar que a extradição só poderá verificar-se pelo crime de infanticidio, e não pela tentativa d'elle.

Com esta declaração entenderão terminar esta conferencia, da qual se lavrou o presente Protocollo, que depois de achar-se conforme foi assignado, ficando cada um com o seu exemplar.

Feito na Corte do Rio de Janeiro aos treze dias de Novembro de 1872.

(L.S.) GEORGE BUCKLEY MATHEW.
(L.S.) MARQUEZ DE S. VICENTE.

And whereas the ratifications of the said Treaty were exchanged at Rio de Janeiro on the twenty-eighth day of August last:

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and in virtue of the authority committed to Her by the said recited Act, doth order, and it is hereby ordered, that from and after the first day of December, one thousand eight hundred and seventy-three, the said Act shall apply in the case of the said Treaty with the Emperor of Brazil.

Edmund Harrison.

By the QUEEN.

A PROCLAMATION.

VICTORIA, R.

WHEREAS Our Parliament stands prorogued to Tuesday, the sixteenth 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 fifth day of February, one thousand eight hundred and seventy-four; 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 fifth day of February, one thousand eight hundred and seventy-four, 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 fifth day of February, one thousand eight hundred and seventy-four.

Given at Our Court at *Balmoral*, this twentieth day of *November*, in the year of our Lord one thousand eight hundred and seventy-three, and in the thirty-seventh year of Our reign.

GOD save the QUEEN.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

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 sixth day of February, one thousand eight hundred and seventy-four; 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 *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

HER Majesty in Council was this day pleased, on a representation of the Right Honourable the Lords of the Committee of Council on Education in Scotland, to appoint Donald Ross, Esquire, M.A. (with honours) of the University of Edinburgh, to be one of Her Majesty's Inspectors of Schools in Scotland.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the seventeenth of October, one thousand eight and seventy-three, in the words following; viz. :—

“Whereas, by the fifth section of an Act passed in the twenty-ninth year of your Majesty's reign, chapter eighty-nine, intituled ‘An Act to provide for the Better Government of Greenwich Hospital,’ it is, amongst other things, enacted, it shall be lawful for your Majesty in Council from time to time, by Order in Council, to appoint such pensions as seem fit to men of the Royal Navy and Marines, to be enjoyed by them so long only as they are not on the establishment or inmates of Greenwich Hospital, but in addition to any half-pay, pension, or other allowances coming to them otherwise than under any such Order in Council; and whereas, by your Majesty's regulations for the government of your Majesty's Naval Service, the highest amount of naval pension which we can award for wounds and injuries received on duty is, in the case of Seamen two shillings and three pence a day, and in the case of Marines two shillings a day; and whereas William Bibb and Robert Birney when serving as privates in the Chatham Division of Royal Marines, were both severely injured, on duty, by the explosion of a gun cartridge, whereby each has lost both arms and the sight of one eye; and whereas we are of opinion that the sum of two shillings a day is insufficient compensation for such serious injuries; we do therefore beg leave to recommend that your Majesty will be graciously pleased, by your Order in Council, to sanction the award of special pensions of one shilling and sixpence a day from the funds of Greenwich Hospital to the said William Bibb and Robert Birney, the same to be paid to them from the date of their discharge from your Majesty's Service.”

Her Majesty, having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed. And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

Edmund Harrison

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by “The Thames Conservancy Act, 1857,” it is enacted, that the Conservators of the River Thames shall have power and authority, from time to time, to make Bye-laws for the regulation, management, and improvement of the River Thames and the navigation thereof, in the manner thereby provided, and to impose penalties, not exceeding five pounds, for the breach or non-performance of such Bye-laws:

And whereas by the forty-seventh section of the said Act, it is enacted, that no such Bye-laws shall be in force until the same have been sent to the Lord Chief Justice of the Court of Queen's Bench,

the Lord Chief Justice of the Court of Common Pleas, and the Lord Chief Baron of the Court of Exchequer, and shall have been approved by one of them :

And whereas by the thirty-first section of "The Thames Conservancy Act, 1864," it is enacted, that from and after the thirty-first day of December, one thousand eight hundred and sixty-four, section forty-seven of "The Thames Conservancy Act, 1857," shall be repealed, and that Bye-laws made after the commencement of such repeal under the authority of either of the said recited Acts, shall not have any force unless and until they are allowed by Order of Her Majesty in Council :

And whereas by the forty-first section of "The Thames Navigation Act, 1866," it is enacted, that from the passing of the said Act, the Conservators of the River Thames shall have the same or the like powers and authorities over and with respect to the Thames and Isis from Staines to Cricklade, as they have, by virtue of the Thames Conservancy Acts, 1857 and 1864, over and with respect to the Thames below Staines :

And whereas by the forty-second section of the same Act, it is enacted, that the provisions of the said Conservancy Acts of 1857 and 1864, respecting Bye-laws, shall extend and apply to Bye-laws for the purposes of the Upper Navigation Acts, or the said Thames Navigation Act, 1866 :

And whereas, the said Conservators have, in exercise of the powers conferred upon them by the said recited Acts, made and submitted, for the allowance of Her Majesty in Council, a Bye-law for the regulation of the lights to be carried by barges under way on the River Thames, above Putney Bridge.

And whereas, the said Bye-law has been duly published in accordance with the provisions of the said recited Acts, and it has been made to appear to Her Majesty that the said Bye-law, as set forth in the schedule hereunto annexed, is reasonable and proper :

Now, therefore, Her Majesty, by virtue of the power vested in Her by "The Thames Conservancy Act, 1864," and of every other power enabling Her in that behalf, by and with the advice of Her Privy Council, is pleased to allow the said Bye-law.

Edmund Harrison.

Schedule.

All barges on the River Thames above Putney Bridge, whether navigated by sail or towed by steam or horses, shall, between sunset and sunrise, while under way, exhibit in their bows or on their masts a red light of sufficient power to be distinctly visible with a clear atmosphere on a dark night at a distance of at least one mile.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT.

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the eleventh section of "The Merchant Shipping Act, 1872," it is enacted that any pilotage authority may, if authorised in that behalf by Order in Council, grant special licences qualifying the persons to whom they are granted to act as pilots for any part of

the sea or channels beyond the limits of any pilotage authority, so, however, that no pilot so licensed be entitled to supersede an unlicensed pilot outside the limits of the authority by which he is licensed ;

And whereas the Trinity House of Deptford Strond being a pilotage authority within the meaning of the said recited Act, desire to obtain authority to grant from time to time special licences qualifying the persons to whom such licences are granted to act as pilots for any part of the sea or channels beyond the limits of any pilotage authority, subject to the provisions of the said Act in that behalf, and to the Regulations set forth in the schedule hereto annexed, and they have accordingly submitted the regulations in the said schedule for the consent of Her Majesty in Council ;

And whereas it has been made to appear to Her Majesty that, subject to the provisions hereinafter contained, the said regulations are reasonable and proper ;

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased hereby to authorise the Trinity House of Deptford Strond to grant special licences qualifying the persons to whom they are granted to act as pilots for any part of the sea or channels beyond the limits of any pilotage authority, subject, however, to the provisions of the said recited Act, to the regulations set forth in the schedule hereunto annexed, and to the following conditions, viz. :

- (a) That there shall be no limitation as to the number of the persons to be licensed under the said regulations.
- (b) That it shall be lawful for Her Majesty, and with the advice aforesaid, from time to time, by Order in Council, to amend, alter, or revoke the present Order.

Edmund Harrison.

Schedule referred to in the foregoing Order.

REGULATIONS.

I. All persons applying to the Trinity House for licenses as pilots for any part of the sea or channels beyond the limits of any pilotage authority shall produce such certificates as shall be deemed satisfactory by the Trinity House previously to examination on the following points, viz.—

- (a) Their qualifications by previous service ;
- (b) Their previous good conduct and habits of sobriety ;
- (c) That they are in good health and not afflicted with any bodily complaint or infirmity, rendering them unfit properly to perform the duties of a pilot, which last certificate shall be under the hand of a duly authorised medical practitioner ;

II. Any person being able to prove to the satisfaction of the Trinity House that he has obtained a practical knowledge of seamanship by service at sea for a period of not less than five years shall, subject to such examination as the Trinity House shall think fit, be deemed eligible to be specially licensed to act as a pilot for any part of the sea or channels beyond the limits of any pilotage authority, subject to the following terms and conditions, viz.—

- (a) That the special license to be granted to any such person shall only authorise him to act as pilot on board ships outside the limits of any pilotage district, and not within the limits of any such district ;
- (b) That he shall be subject to all rules and regulations made or hereafter to be made by the Trinity House for the government of pilots generally ;

(c) That he shall pay the sum of two guineas receiving his license, and one guinea on annual renewal of his license; but he shall not be required to pay poundage, or otherwise to contribute to the Pilots' Fund, as provided by the 385th section of "The Merchant Shipping Act, 1854;" nor shall he or his widow or children be entitled to any benefit from the said Pilots' Fund.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN's Most Excellent Majesty in Council

WHEREAS by the three hundred and thirty-third section of "The Merchant Shipping Act, 1854," it is enacted, that, subject to the provisions contained in the fifth part of that Act, it shall be lawful for every Pilotage Authority, by bye-law made with the consent of Her Majesty in Council, from time to time to do within its districts all or any of the things specified in that behalf in that section, among which things are:—

"To fix the rates and prices or other remuneration to be demanded and received for the time being by pilots licensed by such authority, or to alter the mode of remunerating such pilots in such manner as such authority may, with such consent as aforesaid, think fit, so that no higher rates or prices be demanded or received from the masters or owners of ships, in the case of the Trinity House, than the rates and prices specified in the table marked 'U' in the schedule hereto; and in the case of all other Pilotage Authorities than the rates and prices which might have been lawfully fixed or demanded by such Pilotage Authorities respectively, under any Act of Parliament, charter, or custom in force immediately before the commencement of this Act;" and

"To repeal or alter any bye-law made in exercise of the above powers, and to make a new bye-law in lieu thereof."

And whereas the Corporation of the Guild or Brotherhood of Masters and Pilots, Seamen of the Trinity House in Kingston-upon-Hull, hereinafter called the Hull Trinity House, being a Pilotage Authority within the meaning of "The Merchant Shipping Act, 1854," have, in exercise of the powers vested in them by that Act made and submitted for the consent of Her Majesty, certain bye-laws and regulations which have been approved by Order in Council, dated the eleventh day of January, one thousand eight hundred and fifty-nine, one of which bye-laws, fixing the rate of pilotage inwards from Hull Roads, in the River Humber, or from any part of the said River Humber above Hull Roads, or outwards, from the Port of Goole, or upon any part of the said River Humber below the said port to Hull Roads aforesaid is as follows (that is to say): "For all ships and vessels which shall be propelled by steam, or towed by a steam vessel, under the direction of the pilots, two-thirds only of the above-mentioned several rates are to be demanded and paid:"

And whereas the said Hull Trinity House have submitted for the approval of Her Majesty the

repeal of the above-recited bye-law, and the substitution of a new bye-law, a copy of which is set forth in the schedule hereunto annexed, and is numbered (1):

And whereas ships not exceeding the burthen of sixty tons are now by law exempt from pilotage between the Port of Goole and Hull Roads, in the River Humber, and vice versa; and the said Hull Trinity House have submitted for the approval of Her Majesty that it is expedient that such exemption should be extended in manner hereinafter appearing in a new bye-law, a copy of which is set forth in the schedule hereunto annexed, and is numbered (2):

And whereas it has been made to appear to Her Majesty that the said new bye-laws are reasonable and proper:

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said "Merchant Shipping Act, 1854," and by and with the advice of Her Privy Council, is pleased to approve, and doth hereby approve of and signify Her consent—firstly, to the repeal of the above-recited bye-law and the substitution thereof of the new bye-law set forth in the schedule hereunto annexed, and numbered (1); and, secondly, to the bye-law set forth in the schedule hereunto annexed and numbered (2).

Edmund Harrison.

Schedule referred to in the foregoing Order:

(1) For all ships and vessels which shall be propelled by steam, or towed by a steam vessel, under the direction of the pilots, one-half only of the above-mentioned several rates are to be demanded and paid.

(2) The exemption from pilotage between the Port of Goole and Hull Roads, in the River Humber, and vice versa, which has heretofore existed of ships not exceeding the burthen of sixty tons, shall be extended to ships not exceeding one hundred and fifty tons register, and also to ships not exceeding ten feet draught of water.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS, by the eleventh section of "The Merchant Shipping Act, 1872," it is enacted that any pilotage authority may, if authorised in that behalf by Order in Council, grant special licenses, qualifying the persons to whom they are granted, to act as pilots for any part of the sea or channels beyond the limits of any pilotage authority, so, however, that no pilot so licensed be entitled to supersede an unlicensed pilot outside the limits of the authority by which he is licensed:

And whereas the *Tyne Pilotage Commissioners* (hereinafter called the Commissioners), being a pilotage authority within the meaning of the said recited Act, desire to obtain authority to grant from time to time special licenses, qualifying the persons to whom such licenses are granted, to act as pilots for any part of the sea or channels beyond

the limits of any pilotage authority subject to the provisions of the said Act in that behalf, and to the regulations set forth in the schedule hereto annexed, and they have accordingly submitted the regulations in the said schedule for the consent of Her Majesty in Council :

And whereas it has been made to appear to Her Majesty that, subject to the provisions hereinafter contained, the said regulations are reasonable and proper :

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased hereby to authorise the Tyne Pilotage Commissioners to grant special licenses, qualifying the persons to whom they are granted, to act as pilots for any part of the sea or channels beyond the limits of any pilotage authority, subject, however, to the provisions of the said recited Act, to the regulations set forth in the schedule hereunto annexed, and to the following conditions, viz. :—

- (a.) That there shall be no limitation as to the number of the persons to be licensed under the said regulations.
- (b.) That it shall be lawful for Her Majesty, by and with the advice aforesaid, from time to time, by Order in Council, to amend, alter, or revoke the present Order.

Edmund Harrison.

Schedule to which the foregoing Order refers.

REGULATIONS.

1. Every pilot shall use his utmost care and diligence to conduct the ship under his charge without damage or doing injury to others, and shall behave himself with strict sobriety and due respect towards the owners, masters, and officers thereof; he shall always have with him a copy of these regulations and the Order in Council to which they are annexed, and also of his license, and on taking charge of a vessel, he shall, if required, exhibit his license to the officer in command. He shall also obey and execute all orders received from the Commissioners, the Nautical and Finance Committees, Secretary, and Pilot Superintendent of the said Commissioners.

2. Every pilot shall on receiving his special licence pay to the Commissioners a fee of forty shillings, and for the annual renewal of his license ten shillings, and for the renewal of any licence in place of one lost ten shillings.

The special licence so granted shall only authorise the pilot to act on board ships outside the limits of any pilotage district, and not within the limits of any such district.

3. Every pilot shall make returns on forms, to be furnished at the office of the Commissioners, of the vessels piloted by him, with the amount of pilotage received in each case, and shall pay sixpence per pound, or fractional part of a pound, on the gross amount thereof such returns and payments shall be made by each pilot at least once in every month to the secretary, at the office of the Commissioners, and in default of his so doing within five days from the end of each month, or thereafter in his unavoidable absence on duty within forty-eight hours after his return home, he shall in each case be fined two shillings and sixpence.

A separate account shall be kept by the Commissioners of these payments and of the mode in which they are applied.

No. 24037.

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Every pilot shall report himself at the office of the Commissioners within twenty-four hours after his return home from sea, and he shall also report every occurrence of damage to any vessel while in his charge, or any other accident that may have been witnessed by him during his absence on that duty.

4. Every person who shall have served as a master in a ship or ships in the coasting trade for a period of not less than five years, and shall apply for a North Sea pilot's licence, shall undergo an examination under the direction of the Commissioners for the purpose of ascertaining his skill, knowledge, and experience in relation to the navigating, piloting, and conducting of vessels. He must know the course and distance between any two places within the district for which he applies to be licensed, the rise and set of the tides, the depth and character, of the soundings, the best anchorage, the sand banks, rocks, shoals, and other dangers, and the courses and distances to run in order to avoid them, the landmarks, buoys, and lights, the variation and deviation of the compass, and must understand the complete management and direction of a vessel under any circumstances. Subject to such examination or to any other examination that the Commissioners may approve, the applicant shall be deemed eligible to be specially licensed to act as a pilot for any part of the sea or channels beyond the limits of any pilotage authority, subject to the terms and conditions in the foregoing Order in Council and these regulations.

5. That a committee of North Sea pilots be appointed by the Commissioners for examining in the presence of a Commissioner or Commissioners and the Pilot Superintendent, all applicants for licenses, and for hearing and settling disputes between pilots; and the Pilot Superintendent shall, if requested by any of the parties interested, refer the case to the Commissioners for their decision. The Committee shall consist of such number of members as the Commissioners shall from time to time appoint. For the present and until the Commissioners shall otherwise appoint, the Committee shall consist of nine members, three of whom shall form a quorum. Each member of the Committee shall hold office during the pleasure of the Commissioners, and in case of the death or resignation of any member of the Committee, the vacancy shall be filled up by the Commissioners.

6. Every pilot who shall pay to any person any fee, gratuity, or commission, for the purpose of procuring him the piloting of a vessel, shall, for the first offence, forfeit and pay to the Commissioners a penalty not exceeding five pounds, and for a second and every subsequent offence the like penalty, and be otherwise dealt with as the Commissioners may think fit.

7. All complaints of offences against the foregoing regulations, or any of them, shall be made in writing, signed by the party aggrieved, and delivered to the Secretary of the Commissioners, or left at their office so soon as practicable, and the Secretary shall summon all such persons as the Commissioners or any Committee may desire to examine, to attend a meeting of the Commissioners or Committee.

8. Every pilot offending against or contravening any of the foregoing regulations shall for every such offence forfeit and pay a penalty not exceeding five pounds, and be liable to have his license recalled or suspended by the Commissioners.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by an Act passed in the eighth year of Her Majesty's reign, intituled "An Act to amend the law respecting the office of county coroner," it is 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 this Act, or that alteration should be made of any division theretofore made under this Act, it shall be lawful for the said justices in general or quarter session assembled, to resolve that a petition shall be presented to Her Majesty, praying that such division or alteration 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 hereinafter provided; 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 will 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 this Act; and 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 be agreed to, and 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 for such county; 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 Majesty by any coroner of the same county concerning such proposed division or alteration, 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 this Act as to Her Majesty, with the advice aforesaid, shall seem expedient, and to give a name to each of the districts, and to determine at what place within each district the court for the election of coroner for such district shall be holden as hereinafter provided, and every such order shall be published in the *London Gazette*."

And whereas Her Majesty's Justices of the Peace acting in and for the county of Leicester in general quarter sessions assembled, have presented a petition to Her Majesty, certified to Her Majesty under the hands and seals of two of the Justices present when such petition was agreed to, which said petition is in the words and figures following (that is to say):—

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

"The Humble Petition of your Majesty's Justices of the Peace acting in and for the county of Leicester, in General Quarter Sessions assembled—

"Showeth that it hath seemed expedient to such, your Majesty's Justices, that the county of Leicester should be divided into two or more districts, for the purposes of the Act made and passed in the 8th year of your Majesty's reign, entitled 'An Act to amend the Law respecting the Office of County Coroner.'

"The districts into which it is proposed to divide the said county are three in number, and are hereinafter designated as—

"The Northern District,
"The Southern District, and
"The Framland District.

"The Northern District is intended to comprise that part of the county of Leicester which is contained in the following parishes:—

Ansty	Lowesby
Allexton	Mountsorrel, North
Ashby-de-la-Zouch	Mountsorrel, South
Barkby	Osgathorpe
Barkby Thorpe	Packington and Snibstone
Barrow-upon-Soar	Prestwold
Beeby	Queniborough
Belton	Quorndon
Blackfordby	Worthington
Boundary	Newtown Linford
Breedon	Ratcliffe-on-the-Wreake
Bradgate	Ravenstone
Ansty Pastures	Rearsby
Burton-on-the-Wolds	Rothley
Castle Donington	Rothley Temple
Charley	Seagrave
Coleorton	Seals
Cold Newton	Skeffington
Cossington	Sileby
Cotes	Staunton Harrold
Diseworth	Swannington
East Norton	Sweepstone
Garendon	Syston
Cropston	Swithland
Gilroes	Thurcaston
Halstead	Thorpe Acre and Dishley
Hathern	Thringstone
Hemington	Thurmaston, North
Hungarton	Thurmaston, South
Hoton	Thrussington
Isley Walton	Tugby and Keythorpe
Kegworth	Sheepshed
Keyham	Tilton-on-the-Hill
Knight Thorpe	Walton-on-the-Wolds
Langley Priory	Wanlip
Leicester Frith	Woodthorpe
Mapplewell	Woodhouse
Launde	Whitwick
Lockington	Wimeswold
Loddington	Ulverscroft
Long Whatton	
Loughborough	

"The Southern District is intended to comprise that part of the county of Leicester which is contained in the following parishes:—

Appleby	Beaumont Leys
Ashby Parva	Birstall
Aston Flamville	Barwell
Aylestone	Broughton Astley
Ashby Magna	Blaston
Atterton	Bringham
Belgrave	Burbage

Billesdon
 Bushby
 Burton Overy
 Braunstone
 Braunstone Frith
 Bittesby
 Bitteswell
 Barlestone
 Barton-in-the-Beans
 Bilstone
 Bowden Magna
 Bagworth
 Blaby
 Bruntingthorpe
 Bardon
 Claybrooke Magna
 Claybrooke Parva
 Cranoe
 Carlton Curliou
 Catthorpe
 Cottesbatch
 Cadeby
 Carlton
 Congerstone
 Cosby
 Croft
 Countesthorpe
 Desford
 Dunton Bassett
 Drayton
 Dadlington
 Earl Shilton
 Elmsthorpe
 Easton Magna
 Evington
 Enderby
 Frowlesworth
 Frisby-by-Galby
 Fleckney
 Foxton
 Fenny Drayton
 Foston
 Freak's Ground
 Glooston
 Goadby
 Galby
 Glenfield Frith
 Glenfield
 Grooby
 Gopsall
 Gumley
 Gilmorton
 Glen Magna
 Glen Parva
 Humberstone
 Hallaton
 Holt and Bradley
 Holy Oaks
 Horninghold
 Higham - on - the - Hill
 and Lindley
 Hinckley
 Houghton-on-the-Hill
 Heather
 Hugglescote
 Husbands Bosworth
 Huncote
 Ilston-on-the-Hill
 Kirkby Mallory
 Knoll and Basset House
 Ibstock
 Kilworth, North
 Kilworth, South
 Knaptoft
 Kibworth Beauchamp
 Kibworth Harcourt
 Kirby Muxloe

Kirby Frith
 Knighton
 Kimecote and Walton
 Kilby
 Levie
 Laughton
 Langton Tur
 Langton East
 Langton West
 Leicester Forest
 Leicester Forest West
 Lutterworth
 Langton Thorpe
 Lubbenham
 Lubbethorpe
 Medbourne
 Mowsley
 Misterton
 Market Bosworth
 Market Harborough
 Markfield
 Merevale
 Norton-juxta-Twycross
 Newbold Verdon
 Newtown, Unthank,
 and Botcheston
 Nosely
 Norton-by-Galby
 Normanton-le-Heath
 Newfound Pool
 Nailstone
 Narborough
 Newton Harcourt
 Osbaston
 Oadby
 Orton-on-the-Hill
 Peckleton and Tooley
 Potters Marston
 Odstone
 Peatling Magna
 Peatling Parva
 Rollestone
 Ratby
 Ratcliffe Culey
 Snaresstone
 Stapleton
 Leicester Abbey
 New Parks
 Stoney Stanton
 Sapcote
 Sharnford
 Slawston
 Stockerston
 Stanton Wyville
 Stoke Golding
 Scraptoft
 Stoughton
 Stretton Magna
 Stretton Parva
 Saddington
 Shangton
 Smeeton Westerby
 Shawell
 Swinford
 Shenton
 Sutton Cheney
 Stanton-under-Bardon
 Sheepy Magna
 Sheepy Parva
 Sibson
 Shearsby
 Shackerstone
 Thurnby
 Theddingworth
 Thornton
 Thurlaston
 Twycross

pton
 Leesthorpe
 Wigston Parva
 Welham
 Walton-in-Knaptoft
 Westrill and Starmore

Whetstone
 Willoughby Waterless
 Witherley
 Wigston Magna
 Wistow
 Arnesby

“ And the Framland District is intended to comprise that part of the county of Leicester which is contained in the following parishes :—

Ashby Folville
 Ashfordby
 Ab Kettleby
 Barkstone
 Belvoir
 Bottesford
 Bescaby
 Branstone
 Barsby
 Brooksby
 Brentingby and Wy-
 fordby
 Burton Lazars
 Burrow
 Buckminster
 Croxton Kerrial
 Cold Overton
 Coston
 Dalby Magna
 Dalby-on-the-Wolds
 Dalby Parva
 Eaton
 Edmondthorpe
 Eastwell
 Freeby
 Frisby-on-the-Wreake
 Gaddesby
 Goadby Marwood
 Grimston
 Garthorpe
 Harston
 Hoby
 Harby
 Hose
 Holwell
 Knipton

Kirby Bellars
 Knossington
 Long Clawson
 Muston
 Melton Mowbray
 Marefield
 Nether Broughton
 Owston and Newbold
 Pickwell and Leesthorpe
 Plungar
 Redmile
 Rotherby
 Saltby
 Stonesby
 Sproxton
 South Croxton
 Stathern
 Saxeby
 Sealford
 Shoby
 Sysonby
 Somerby
 Saxby
 Sewstern
 Stapleford
 Thorpe Satchville
 Twyford
 Thorpe Arnold
 Waltham-on-the-Wolds
 Welby
 Wycomb and Chadwell
 Wartnaby
 Whatborough
 Withcote
 Wymondham
 Ragdale

“ And your Majesty's petitioners submit to your Majesty the following as the reasons upon which their petition is founded.

“ For many years past there have been two Coroners in the county of Leicester, each of whom was elected as Coroner for the whole county, but who, by arrangement between themselves divided the county into districts.

“ The Framland Hundred, which is nearly identical with the now proposed Framland District, being one of such districts and the remainder of the county the other.

“ The effect of this arrangement was to place six-sevenths of the whole county under the care of one Coroner, and the remaining one-seventh under the care of the other ; and the salary paid to the Coroners was divided in like manner, that is to say, six-sevenths or £270 to the one, and one-seventh or £45 to the other.

“ The Coroner who took charge of the larger division was elected prior to the passing of the above-mentioned Act, and during his lifetime it was not deemed expedient to make any change in the then accustomed districts, inasmuch as he would have been entitled under the 6th section of the said Statute to prefer a claim for compensation for loss of emoluments arising from any change of division in the county.

“ But this Coroner (John Gregory, Esquire) having recently departed this life, the expediency

of dividing the county of Leicester into districts became a subject of immediate consideration with your Majesty's Justices of the county.

"And at an Adjourned Sessions of the Peace, held in and for the county of Leicester on the 30th day of August last, it was resolved, 'That it is expedient that the county of Leicester should be divided into districts,' and a Committee of Justices was then and there appointed to make a representation to the then coming Michaelmas Sessions of what was expedient to be done in reference to such divisions.

"And the Committee so appointed duly made their report, recommending that so long as the present Coroner (E. H. M. Clarke, Esquire), retains his office, the county should be divided into three districts, to be respectively called, as above mentioned—

- "The Northern District,
- "The Southern District, and
- "The Framland District,

and that such divisions should respectively comprise the several parishes hereinbefore mentioned as forming each such division.

"And the Committee further recommended that the salaries which had been theretofore paid to the two Coroners be continued in amount, but be in future divided as follows:—

- "For the Northern District £120,
- "For the Southern District £150, and
- "For the Framland District £45,

"Making in all £315, as heretofore paid.

"And the same Committee pointed out that by this division of the county, if the same should be confirmed, each district would have the advantage of a Coroner residing within it or within two miles of its outer boundary (such being a stipulation contained in the Act); whereas unless such division be made, there is nothing to prevent a Coroner residing at the very extremity of the county, or, even if he thinks fit, without its boundary altogether.

"Your Majesty's Justices having considered such report, agreed to adopt the same, and to present this their humble petition to your Majesty, and for the reasons above assigned, they humbly pray that your Majesty will be pleased to take such petition into your Majesty's gracious consideration, and by the advice of your Majesty's Privy Council to give order that the county of Leicester may thenceforth be divided, as before mentioned, into three districts, containing the parishes before mentioned and to be respectively called—

- "The Northern District,
- "The Southern District, and
- "The Framland District,

and that henceforth the election of a Coroner for the Northern District shall be held at Loughborough, being the chief town of that district; for the Southern District, at the county town of Leicester; and for the Framland District at the town of Melton Mowbray, being the chief town in that district.

"Or that your Majesty will be pleased to make such other order in the premises as to your Majesty, with the advice of your Privy Council, may seem meet.

"And your petitioners, as in duty bound, will ever pray, &c.

"Signed in open Court on behalf of the Justices in Quarter Sessions then and there assembled this thirteenth day of October, one thousand eight hundred and seventy-three.

"Fredk. Thos. Fowke, Chairman.

"We, the undersigned, being two of the Justices present at the General Quarter Sessions of the Peace, holden in and for the county of Leicester on Monday, the thirteenth day of October, one thousand eight hundred and seventy-three, when the above petition was agreed to, do hereby certify to your Majesty that such petition contains a true description of the several proposed districts and of the boundaries thereof, with the reasons upon which the above petition is founded.

"Given under our hands and seals the day and year above written.

"J. W. M. Piercey.
"Geo. E. Brucner."

"I, Edward Henry Maior Clarke, Esquire, Coroner for the county of Leicester, do hereby certify that I have read the foregoing petition, of which due notice was given to me pursuant to the Statute 7 and 8 Victoria, chapter 92, section 2, and that the same would be taken into consideration by the Justices of the county of Leicester at the then ensuing Michaelmas General Quarter Sessions of the Peace, and I further certify that I did not attend such meeting, inasmuch as I was satisfied with regard to the proposed division of the county, and I do hereby declare my belief that the division of the county into the proposed districts will be expedient and for the public convenience.

"E. H. M. Clarke, Coroner."

Now therefore Her Majesty in Council, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that the county of Leicester be henceforth divided as hereinbefore mentioned into three districts, containing the parishes hereinbefore mentioned, and to be respectively called the Northern District, the Southern District, and the Framland District, and that henceforth the election of a coroner for the Northern District shall be held at Loughborough, being the chief town of that district, for the Southern District at the county town of Leicester, and for the Framland District at the town of Melton Mowbray, being the chief town in that district.

Edmund Harrison.

AT the Court at Balmoral, the 20th day of November, 1873.

PRESENT.

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by section four hundred and twenty of "The Merchant Shipping Act, 1854," it is enacted that Her Majesty may, from time to time, by and with the advice of Her Privy Council, fix the establishments to be maintained by each of the General Lighthouse Authorities, as defined by section three hundred and eighty-nine of the said Act, on account of the services of lighthouses, buoys, and beacons, or the annual or other sums to be paid out of the Mercantile Marine Fund, as defined by section four hundred and seventeen of the said Act:

And whereas Her Majesty, by Order in Council dated the fourteenth day of January, one thousand eight hundred and sixty-nine, in exercise of the power vested in Her by the said Act, was pleased to fix the establishment to be maintained by the Commissioners of Northern Lighthouses (one of the General Lighthouse Authorities above mentioned) from the first day of January, one thousand eight hundred and sixty-nine:

And whereas it was provided, among other things, by the said recited Order in Council, that the Secretary to the said Commissioners of Northern Lighthouses should receive a salary to commence at a minimum of seven hundred pounds per annum, rising, by an annual increase of twenty-five pounds, to a maximum of nine hundred pounds, and that the entire amount of such salary should be paid out of the Mercantile Marine Fund :

And whereas it has been made to appear to Her Majesty reasonable and proper that Alexander Cunningham, the present Secretary to the said Commissioners of Northern Lighthouses, should, for such period as he may hold that office, receive a salary of one thousand one hundred pounds per annum.

Now, therefore, Her Majesty, by virtue and in exercise of the power vested in Her by the said Act, and by and with the advice of Her Privy Council, is pleased to revoke so much of the said recited Order as relates to the salary of the Secretary to the said Commissioners, and to fix that, from the first day of July, one thousand eight hundred and seventy-three, the salary of Alexander Cunningham, the present Secretary to the said Commissioners of Northern Lighthouses, shall, for such period as he may hold that office, be one thousand one hundred pounds per annum, to be paid out of the Mercantile Marine Fund.

Edmund Harrison.

AT the Court at *Bulmoral*, the 20th day of *November*, 1873.

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, chapelries, 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, chapelry, 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, chapelry, 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 the Lord Archbishop of Canterbury hath duly prepared and laid before Her Majesty in Council his report, bearing date the twentieth day of September, one thousand eight hundred and seventy-three, which said report is in the words following, that is to say :—

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

"The undersigned, Archibald Campbell, Lord Archbishop of the province of Canterbury, doth, in pursuance of the twenty-sixth section of the Act passed in the session of Parliament holden in the first and second years of your Majesty's reign, chapter one hundred and six, hereby report to your Majesty in Council :—

"That there are in the county of Kent and diocese of Canterbury the rectory of Saint James, Dover, the extra-parochial place known as 'East Cliff,' and the vicarage of River-with-Guston.

"That the said extra-parochial place of East Cliff is contiguous to the parish of Saint James, Dover, and is also contiguous to the portion of the parish of Guston, which is hereinafter proposed to be separated from the said parish.

"That the population of the said parish of Saint James, Dover, is four thousand three hundred and thirty-three, the population of the said extra-parochial place of East Cliff is two hundred and forty, and the population of the said portion of the parish of Guston is one hundred and twenty, or thereabouts.

"That the persons residing within the said extra-parochial place of East Cliff, and the said portion of the parish of Guston, are within about half a mile of the parish church of Saint James, Dover, and are two miles and a half, or thereabouts, from the parish church of Guston.

"That the parish church of Saint James, Dover, contains sufficient accommodation for the inhabitants of the said extra-parochial place, and the said portion of the parish of Guston, in addition to the inhabitants of its own parish.

"That the Archbishop of Canterbury for the time being is the patron of the said rectory of Saint James, Dover, and of the said vicarage of River-with-Guston.

"That the Reverend William Edward Light is the rector of the said parish of Saint James, Dover; the Reverend Charles Morice is the vicar of the said parish of River-with-Guston.

"That it appears to the said Archbishop that the portion of the parish of Guston, hereinbefore referred to, may be advantageously separated from the parish of Guston, and together with the extra-parochial place of East Cliff, to which it is con-

iguous, be united for ecclesiastical purposes to the said parish of Saint James, Dover.

"That pursuant to the directions contained in the twenty-sixth section of the Act of Parliament of the first and second years of your Majesty's reign, chapter one hundred and six, the said Archbishop has prepared a scheme in writing, appended to this report, describing the mode in which it appears to him that the alterations above proposed may be best effected, and how the changes consequent thereon 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 the said Archbishop being, on full consideration and enquiry, satisfied with such scheme, he doth, by this, his report to your Majesty in Council, certify the same to your Majesty, together with the consents in writing to the said scheme of the patron of the benefices to be affected, and of the incumbent of the said benefice of Saint James, Dover. To the intent that your Majesty in Council, in case it should be thought expedient and proper so to do, may make an order for carrying such scheme into effect.

"The SCHEME referred to in the foregoing Report.

"That the portion of the parish of Guston, being all such part of the parish of Guston as lies at the base of the Chalk Cliffs near Dover Castle, situate at the south-eastern extremity of the said parish, and between such cliffs and the sea, shall be separated from the said parish, and be, together with the extra-parochial place of East Cliff, annexed for ecclesiastical purposes to the parish of Saint James, Dover.

"That the said extra-parochial place and the said portion of the parish of Guston so separated and annexed as aforesaid, shall be subject to the same ecclesiastical jurisdiction as the benefice of Saint James, Dover, and the incumbent of the last-mentioned benefice shall have exclusive cure of souls within the limits of the places so annexed to his said benefice.

"That all fees and payments arising from churchings, marriages, and burials, and for all other ecclesiastical offices solemnized and performed in respect of the said places so annexed to the said parish of Saint James, Dover, shall belong to and be received by the incumbent of the benefice of Saint James, Dover, but no change shall be made by this scheme in regard to glebe lands, tithe rent-charges, or other endowments belonging to the benefice of River-with-Guston.

"That no alteration shall be made in the patronage of either of the said benefices.

"That the inhabitants of the said portion of the parish of Guston so separated and annexed as aforesaid, shall cease to be entitled to accommodation in the parish church of Guston, and shall, together with the inhabitants of the said extra-parochial place of East Cliff, be entitled to accommodation in the parish church of Saint James, Dover.

"The scheme hereby proposed, so far as it relates to the benefice of Guston, shall not take effect during the incumbency of the present vicar of River-with-Guston, except with his written consent.

"Given under the hand of the said Archbishop, the twentieth day of September, one thousand eight hundred and seventy-three.

"A. C. Cantuar."

"Consents.

"I, the Right Honourable and Most Reverend Archibald Campbell, Lord Archbishop of Canterbury, the patron or person entitled in right of my see to present or collate to the rectory of Saint James, Dover, and to the vicarage of River-with-Guston, in case the same respectively were now vacant, and I, the Reverend William Edward Light, the rector of the said rectory of Saint James, Dover, do hereby respectively assent to the foregoing report and scheme.

"Dated this twentieth day of September, in the year of our Lord one thousand eight hundred and seventy-three.

"A. C. Cantuar.
"W. E. Light."

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

Edmund Harrison.

AT the Court at Balmoral, the 20th day of November, 1873.

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 from the increase of population, or from other circumstances, it may be expedient that two or more benefices which have been heretofore united or which may be hereafter united under the provisions of this Act should be disunited," it is amongst other things, enacted, "That when two or more benefices shall have been united, or may be hereafter united into one benefice, and with respect to his own diocese it shall appear to the Archbishop of the Province, or the bishop of any diocese shall represent to the said Archbishop of the Province, that one or more of the benefices within his diocese, of which such united benefice shall consist, may be separated therefrom with advantage to the interests of religion, the said Archbishop shall enquire into the circumstances of the case; and if on such enquiry it shall appear to him that such union may be usefully dissolved, so far as respects such benefice or benefices, he shall six weeks at least before certifying such inquiry to Her Majesty as hereinafter directed, cause, with respect to his own diocese, a statement, in writing, of the facts, and in all 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 the benefices forming part of the united benefice, 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 hands to the said Archbishop against any such disunion; and if no sufficient cause be shown within such time, the Archbishop shall certify the inquiry and consent, when the patron's consent is necessary, to Her Majesty in Council, and thereupon it shall be lawful for Her Majesty to issue an Order for separating such last-

“ mentioned benefice or benefices from such united benefice, and for declaring the rights of patronage of the several patrons, if there be more than one patron, and such Order shall be registered in the registry of the diocese to which such united benefice shall belong, which Order the Registrar of such diocese, immediately, on the receipt thereof, is hereby required to register accordingly, and thereupon immediately if such united benefice shall be then vacant, otherwise on the first avoidance thereof, such union shall be ipso facto dissolved, so far only as regards such benefice or benefices so proposed to be separated from such united benefice, but in all other respects shall remain in full force and effect, and thenceforward such last-mentioned benefice or benefices shall be and be deemed and taken to be a separate and distinct benefice or benefices to all intents and purposes whatever as if no such union had taken place, and the patron or patrons thereof shall and may according to the term of such Order present or nominate thereto respectively, and so from time to time upon each and every avoidance of the same: Provided always, that no benefices which have been united for more than sixty years before the passing of this Act shall be disunited without the consent, in writing, of the patron or patrons thereof.”

And whereas the Lord Archbishop of Canterbury hath, pursuant to the provisions of the said Act, duly prepared and laid before Her Majesty in Council, his certificate, in writing, bearing date the sixth day of October, one thousand eight hundred and seventy-three, 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 Honourable and Right Reverend John Thomas, Lord Bishop of Norwich, as Bishop of the diocese within which is situated the united benefice, consisting of the rectory of Colkirk with the rectory of Stibbard, in the county of Norfolk, having represented to us that the disunion of the said united benefice by the separation of the said rectory of Stibbard from the said rectory of Colkirk, might be made with advantage to the interests of religion, we inquired into the circumstances of the case, and upon such inquiry it appeared to us that such disunion might be usefully made.

“ That Henry Hoare, of Staplehurst, in the county of Kent, Esquire, the patron or person entitled to present to the said united benefice, if the same were now vacant, has signified his consent, in writing, to such disunion.

“ 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 each of the parish churches of the united benefice, 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 disunion, and no such cause has been shown.

“ The representation of the said Lord Bishop of Norwich and the patron’s consent, our inquiry into the circumstances of the case, the statement of circumstances in reply thereto, and the copies of the representation and notice before-mentioned are hereto annexed; and we do hereby certify the

inquiry and matters 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 disuniting the aforesaid united benefice, and separating the said rectory of Stibbard from the said rectory of Colkirk.

“ As witness our hand, this sixth day of October, in the year of our Lord one thousand eight hundred and seventy-three.

“ A. C. Cantuar.”

Now, therefore, Her Majesty in Council, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that the united benefice, consisting of the rectory of Colkirk with the rectory of Stibbard, in the county of Norfolk, and diocese of Norwich, be disunited by the separation of the said rectory of Stibbard from the said rectory of Colkirk.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

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 twentieth day of September, in the year of our Lord one thousand eight hundred and seventy-three, 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, Primate of all England, and Metropolitan, do hereby certify to your Majesty in Council that the Honourable and Right Reverend John Thomas, Lord Bishop of Norwich (as Bishop of the diocese within which are situate the rectory of Willingham, in the county of Suffolk, and the rectory of Sotterley, in the same county) having represented unto us that the said benefices, being contiguous to each other, and of which the aggregate population does not exceed three hundred and seventy-four persons, 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 the Right Honourable the Lord High Chancellor, being the patron or person entitled, on behalf of the Crown, to present to the said rectory of Willingham (the same being now vacant), and Frederick Barne, Esquire, of Sotterley Park, in the county of Suffolk, being the patron or person entitled to present to the rectory of Sotterley (if the same were now vacant), have signified their consent, in writing, to the union of the said benefices into one benefice with cure of souls for ecclesiastical purposes, and that the patronage or right to present to the said rectories of Willingham and Sotterley, after the same shall be united into one benefice, shall from time to time, when the united benefice shall become vacant, be as follows: the first turn or right of presentation shall belong to the said Frederick Barne, his heirs and assigns, and afterwards, for ever, the Lord Chancellor for the time being, on behalf of the Crown, shall have the first turn in every three turns, and the said Frederick Barne, his heirs and assigns, shall have the other two turns; 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 parish church of the said benefice of Sotterley, and on the principal wall of the most public room of the Fox Inn, in the parish of Willingham, where public notices are usually affixed (there being no church in that parish), 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 Norwich, our inquiry into

the circumstances of the case, the statement of circumstances in reply thereto, 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 patronage of the united benefice shall from time to time, when the united benefice shall become vacant, be as follows: the first turn or right of presentation shall belong to the said Frederick Barne, his heirs and assigns, and afterwards, for ever, the Lord Chancellor for the time being, on behalf of the Crown, shall have the first turn in every three turns, and the said Frederick Barne, his heirs and assigns, shall have the other two turns. As witness our hand, this twentieth day of September, in the year of our Lord one thousand eight hundred and seventy-three.

“ A. C. Cantuar.”

Now, therefore, Her Majesty in Council, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that the rectory of Willingham, in the county of Suffolk, and diocese of Norwich, and the rectory of Sotterley, in the same county and diocese, be united into one benefice, with cure of souls for ecclesiastical purposes only.

And Her Majesty in Council is further pleased to direct, that the course and succession in which the patrons shall present or nominate to such united benefice from time to time, as the same shall become vacant, shall be as follows: the first turn or right of presentation shall belong to the said Frederick Barne, his heirs and assigns, and afterwards, for ever, the Lord Chancellor for the time being, on behalf of the Crown, shall have the first turn in every three turns, and the said Frederick Barne, his heirs and assigns, shall have the other two turns.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

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 vicar-
 “ ages respectively, is or are consenting thereto,
 “ such consent being signified in writing under the
 “ hands of such patron or patrons, the said Arch-
 “ bishop 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 Canter-
 bury, 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 tenth day of November, in the year of our Lord
 one thousand eight hundred and seventy-three, 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 vicarage of Brace-
 bridge, in the county of Lincoln, and the rectory of
 Boutham, otherwise Boltham, in the same county),
 having represented unto us that the said benefices
 being contiguous to each other, and of which the
 aggregate population does not exceed one thou-
 sand three hundred and two persons, and the
 aggregate yearly value does not exceed three hun-
 dred and seventy-seven pounds fifteen shillings
 and seven pence, 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 the
 Reverend Charles Christopher Ellison, Vicar of
 the said vicarage of Bracebridge, being the patron
 or person entitled to present to such vicarage if
 the same were now vacant, and Richard Ellison,
 of Boltham aforesaid, a Lieutenant-Colonel in
 your Majesty's Forces, being the patron or person
 entitled to present to the rectory of Boutham,
 otherwise Boltham aforesaid (if the same were
 now vacant), have signified their consent, in
 writing, to the union of the said benefices into
 one benefice, with cure of souls for ecclesiastical

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purposes, and that the patronage of the united
 benefice shall belong to, and be vested in, the
 said Charles Christopher Ellison, his heirs and
 assigns ;

“ That six weeks and upwards before certifying
 such inquiry and consent to your Majesty in
 Council, we caused a copy in writing of the afore-
 said 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 consent, 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 in-
 tent 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, and for declaring that the
 right of patronage of the united benefice shall
 belong to, and be vested in, the said Charles
 Christopher Ellison, his heirs and assigns, for ever.

“ As witness our hand, this tenth day of No-
 vember, in the year of our Lord one thousand
 eight hundred and seventy-three.

“ A. C. Cantuar.”

Now, therefore, Her Majesty in Council, by
 and with the advice of Her Privy Council, is
 pleased to order, and it is hereby ordered, that the
 vicarage of Bracebridge, in the county and diocese
 of Lincoln, and the rectory of Boutham, other-
 wise Boltham, in the same county and diocese, be
 united into one benefice, with cure of souls for
 ecclesiastical purposes only :

And Her Majesty in Council is further pleased
 to direct, that the patronage of the said united
 benefice from time to time, as the same shall
 become vacant, shall belong to, and be vested
 in, Charles Christopher Ellison, his heirs and
 assigns, for ever.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of
 November, 1873.

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 Pro-
 “ vince, 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 con-
 “ tiguous 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 an 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 fourteenth day of November, in the year of our Lord one thousand eight hundred and seventy-three, 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, Primate of all England and Metropolitan, do hereby certify to your Majesty in Council, that the Honourable and Right Reverend John Thomas, Lord Bishop of Norwich (as bishop of the diocese, within which are situate the rectory of Carleton Forehoe, in the county of Norfolk, and the rectory of Crownthorpe, in the same county), having represented unto us that the said benefices, being contiguous to each other, and of which the aggregate population does not exceed two hundred and fifty-two persons, 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 the Right Honourable John, Earl of Kimberley, being the patron or person entitled to present to both the said rectories, if the same respectively were now vacant, has signified his consent, in writing, to the union of the said benefices into one benefice, with cure of souls for ecclesiastical purposes. That six weeks and upwards before certifying such inquiry and consent to your Majesty in Council, we caused copies, in writing, of the

aforesaid representation of the said Lord Bishop to be affixed on the principal outer door of the parish 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 Norwich our enquiry into the circumstances of the case, the statement of circumstances in reply thereto, the consent of the patron, and the copies of the representation and notice before mentioned are hereunto annexed, and we do hereby certify the inquiry 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.

“As witness our hand, this fourteenth day of November, in the year of our Lord one thousand eight hundred and seventy-three.

“A. C. Cantuar.”

Now, therefore, Her Majesty in Council, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that the rectory of Carleton Forehoe, in the county of Norfolk, and diocese of Norwich, and the rectory of Crownthorpe, in the same county and diocese, be united into one benefice, with cure of souls for ecclesiastical purposes only.

Edmund Harrison.

AT the Court at Balmoral, the 20th day of November, 1873.

PRESENT,

The QUEEN’S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the thirty-second and thirty-third years of Her Majesty, chapter ninety-four, duly prepared and laid before Her Majesty in Council a scheme or representation, bearing date the thirty-first day of July, in the year one thousand eight hundred and seventy-three, in the words following; that is to say:

“We, the Ecclesiastical Commissioners for England, acting under the provisions of the Act of the thirty-second and thirty-third years of your Majesty, chapter ninety-four, have prepared, and now humbly lay before your Majesty in Council, the following scheme or representation for altering the boundaries of the new parish of Saint Matthew, Toxteth Park, in the county of Lancaster, and in the diocese of Chester.

“Whereas by the authority of an Order of your Majesty in Council, bearing date the sixth day of April, in the year one thousand eight hundred and fifty-eight, and published in the London Gazette upon the seventh day of May following, a part of the chapelry district of Saint James, Toxteth Park, in the county and diocese aforesaid, was assigned as a district chapelry to the church of Saint Matthew, situate at Toxteth Park, and was named ‘The District Chapelry of Saint Matthew Toxteth Park,’ and authority was given by the same Order of your Majesty in Council to publish banns of marriage, and to solemnize or perform marriages, baptisms, churchings, and burials in the church of the said district chapelry.

“And whereas under the provisions of the Act of the nineteenth and twentieth years of your

Majesty, chapter one hundred and four, the said district chapelry of Saint Matthew, Toxteth Park, has become a new parish of the character contemplated by that Act, and by the Act of the sixth and seventh years of your Majesty, chapter thirty-seven, and by the said hereinbefore mentioned Act of the thirty-second and thirty-third years of your Majesty, chapter ninety-four.

"And whereas it has been represented to us, and it appears to us to be expedient, that the boundaries of the said new parish of Saint Matthew, Toxteth Park, should be altered in the manner hereinafter mentioned and described.

"Now, therefore, with the consent of the Right Reverend William, Bishop of the said diocese of Chester (in testimony whereof he has signed and sealed this scheme or representation), we, the said Ecclesiastical Commissioners, humbly represent, recommend, and propose that from and after the day of the date of the publication in the London Gazette of any Order of your Majesty in Council ratifying this scheme or representation, the boundaries of the said new parish of Saint Matthew, Toxteth Park, shall be altered and extended so as to include all that part of the particular district of Saint Thomas, Toxteth Park, in the county and diocese aforesaid, which is described in the schedule hereunder written, and is delineated and set forth upon the map or plan hereunto appended, and is thereon coloured pink, and that from and after the same date, and without any other assurance in law, all the said part of such particular district, so to be included as aforesaid, shall become and be, and form part of, the said new parish of Saint Matthew, Toxteth Park.

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

"The SCHEDULE to which the foregoing Scheme or Representation has reference.

"The territory proposed to be annexed to the new parish of Saint Matthew, Toxteth Park, in the county of Lancaster, and in the diocese of Chester, being:—

"All that part of the particular district of Saint Thomas, Toxteth Park, in the county of Lancaster and diocese of Chester aforesaid, which is bounded on the north-west, partly by the chapelry district of Saint James, Toxteth Park, in the said county and diocese, and partly by the new parish of Saint Matthew, Toxteth Park aforesaid, or, in other words, by Hill-street, and upon all other sides, that is to say, on the south-west, on the south-east, and on the north-east, by an imaginary line commencing upon the boundary which divides the said new parish of Saint Matthew, Toxteth Park, from the particular district of Saint Thomas, Toxteth Park aforesaid, at the point where the said Hill-street is intersected by Beaufort-street, and extending thence south-eastward along the middle of the last-named street to its intersection by Warwick-street, and extending thence north-eastward along the middle of the last-named street to its junction with Hyslop-street, and extending thence north-westward along the middle of the last-named street to the boundary, at the junction of the same street with Hill-street aforesaid, which divides the said particular district of Saint Thomas, Toxteth Park, from the chapelry district of Saint James, Toxteth Park aforesaid."

And whereas drafts of the said scheme or representation have been transmitted to the patrons and to the incumbents of the two cures affected by the arrangements contemplated by such scheme or representation, and such patrons and incumbents have respectively signified their assent to the said scheme or representation.

And whereas the said scheme or 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 scheme or 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 Act of the thirty-second and thirty-third years of Her Majesty, chapter ninety-four; 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 Chester.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

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 fourteenth and fifteenth years of Her Majesty, chapter ninety-seven; of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years of Her Majesty, chapter eighty-two; duly prepared and laid before Her Majesty in Council a representation, bearing date the twelfth day of June, in the year one thousand eight hundred and seventy-three, 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 fourteenth and fifteenth years of your Majesty, chapter ninety-seven; of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years of your Majesty, chapter eighty-two; 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 of the Holy Trinity, situate within the limits of the particular district of Saint John, Penge, in the county of Surrey, and in the diocese of Winchester.

"Whereas at certain extremities of the said particular district of Saint John, Penge, and of the new parish of Saint Paul, Penge, in the said county of Surrey, and in the said diocese of Winchester, 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 particular district and new parish respectively.

"And whereas it appears to us to be expedient that such contiguous portions of the said particular district or Saint John, Penge, and of the said new parish of Saint Paul, Penge, should be formed into a consolidated chapelry for all ecclesi-

astical purposes, and that the same should be assigned to the said church of the Holy Trinity, situate within the limits of the said particular district of Saint John, Penge.

"Now, therefore, with the consent of the Right Reverend Samuel, Bishop of the said diocese of Winchester (testified by his having signed and sealed this representation), with the consent of the Court of the Company of Watermen and Lightermen of the River Thames, the patrons of the perpetual curacy of the said particular district of Saint John, Penge (in testimony whereof the said Court of the Company of Watermen and Lightermen have affixed their common seal to this representation), and with the consent of the Honourable and Right Reverend John Thomas, Bishop of the diocese of Norwich, the Reverend Edmund Hollond, of Hyde Park-gardens, in the county of Middlesex, Clerk in Holy Orders, William Long, of Great Cumberland-place, in the said county of Middlesex, Esquire, the Reverend Charles Kemble, of the city of Bath, Clerk in Holy Orders, and Charles James Bevan, of Bryanston-square, in the said county of Middlesex, Esquire, the patrons of the vicarage of the said new parish of Saint Paul, Penge (in testimony whereof they, the said John Thomas, Bishop of Norwich, Edmund Hollond, William Long, Charles Kemble, and Charles James Bevan, 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 particular district of Saint John, Penge, and of the said new parish of Saint Paul, Penge, 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 of the Holy Trinity, situate within the limits of the particular district of Saint John, Penge aforesaid, and that the same should be named 'The Consolidated Chapelry of the Holy Trinity, Penge.'

"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 the Holy Trinity, Penge, being:—

"All that portion of the particular district of Saint John, Penge, in the county of Surrey, and in the diocese of Winchester, which is bounded on the south-east by the parish of Beckenham, in the county of Kent, and in the diocese of Canterbury, on the south-west by the district chapelry or new parish of Saint Mark, South Norwood, in the said county of Surrey, and in the diocese of Canterbury aforesaid, on the north-west, partly by the new parish of Saint Paul, Penge, in the said county of Surrey, and in the diocese of Winchester aforesaid, and on all other sides, that is to say, on the remaining part of the north-west and on the north-east, by an imaginary line commencing at a point upon the boundary which divides the said new parish of Saint Paul, Penge, from the particular district of Saint John, Penge aforesaid, at the centre of Anerley Bridge, which carries Anerley-road over the main line of the London, Brighton, and South Coast Railway; and extending thence, north-eastward, for a distance of five

chains, or thereabouts, along the middle of the said main line of railway to a point near the southern end of the Anerley Railway Station, at the centre of the bridge which carries the same main line of railway over Station-road; and extending thence, eastward, along the middle of the last-named road to its junction with the road called or known as Jasmine-grove and with Oakfield-road; and extending thence, north-eastward, for a distance of ten chains, or thereabouts, along the middle of the last-named road to a point opposite to a boundary stone, inscribed 'P. H. T. C. C., 1873, No. 1,' and placed on the south-eastern side of the same road at the north-western end of the wall or fence which divides the house and garden called or known as Number 64, Oakfield-road, from the house and garden called or known as Number 66, Oakfield-road; and extending thence, south-eastward, to such boundary stone and along the said wall or fence to its south-eastern end, and continuing thence, still south-eastward, and in a direct line (thereby following for the most part the course of the wall or fence which divides the houses and gardens, situate on the north-eastern side of the road, called or known as Hawthorn-grove, from the houses and gardens, situate on the south-western side of the road, called or known as Woodbine-grove), to a point at the north-western end of the wall or fence which divides the house and garden, called or known as Stafford House, Maple-road, from the house and garden, called or known as Number 4, Morland-villas, Maple-road, and continuing thence, still south-eastward, along the last-described wall or fence, to a boundary stone inscribed 'P. H. T. C. C., 1873, No. 2,' and placed at the south-eastern end of the same wall or fence on the north-western side of Maple-road, and continuing thence, still south-eastward, and in a direct line, to a point in the middle of the last-named road; and extending thence, north-eastward, for a distance of four chains or thereabouts, along the middle of the same road to its junction with Howard-road; and extending thence, south-eastward, along the middle of the last-named road to its junction with Croydon-road; and extending thence, south-westward, for a distance of one and a half chains or thereabouts, along the middle of the last-named road to its junction at or near to the house, called or known as Result House, with a certain new road, intended to be called Avenue-road, which leads past the south-western side of the last-named house to the Birkbeck Estate; and extending thence, south-eastward, for a distance of eighteen and a half chains or thereabouts, along the middle of the last-described road to the county boundary which divides the said particular district of Saint John, Penge, from the parish of Beckenham aforesaid.

"And also all that contiguous portion of the said new parish of Saint Paul, Penge, which lies on the eastern side of the main line of the London, Brighton, and South Coast Railway aforesaid, and which is bounded on the south-east and on the north-east by the above-described portion of the particular district of Saint John, Penge aforesaid, and on the remaining side, that is to say, on the north-west, by an imaginary line commencing upon the boundary which divides the said particular district of Saint John, Penge, from the new parish of Saint Paul, Penge as aforesaid, at the first-described point at the centre of the Anerley bridge over the main line of railway aforesaid; and extending thence, south-westward, for a distance of seventeen chains, or thereabouts, along the middle of the said main line of railway to the boundary which divides the said new parish of Saint Paul, Penge, from the particular district of Saint John, Penge aforesaid."

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 Winchester.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

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 fourteenth and fifteenth years of Her Majesty, chapter ninety-seven; of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years of Her Majesty, chapter eighty-two; duly prepared and laid before Her Majesty in Council a representation, bearing date the twenty-fourth day of July, in the year one thousand eight hundred and seventy-three, in the words 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 fourteenth and fifteenth years of your Majesty, chapter ninety-seven; of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years of your Majesty, chapter eighty-two, 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 of Saint Luke, situate at Homerton, in the parish of Saint John, Hackney, in the county of Middlesex, and in the diocese of London.

"Whereas, at certain extremities of the said parish of Saint John, Hackney, of the new parish of Homerton, in the said county of Middlesex, and in the said diocese of London, of the parish of South Hackney, in the same county and diocese, and of the new parish of Saint Augustine, South Hackney, also in the same county and diocese, 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 parishes and new parishes respectively.

"And whereas it appears to us to be expedient that such contiguous portions of the said parish of Saint John Hackney, of the said new parish of Homerton, of the said parish of South Hackney, and of the said new parish of Saint Augustine, South Hackney, should be formed into a consolidated chapelry for all ecclesiastical purposes, and that the same should be assigned to the said church of Saint Luke, situate at Homerton, as aforesaid.

"Now, therefore, with the consent of the Right Reverend John, Bishop of the said diocese of London, as such Bishop, and also as the patron in right of his see of the vicarage of the said new parish of

Homerton, with the consent of William Amburst Tyssen Amburst, of Didlington Park, in the county of Norfolk, Esquire, the patron of the rectory of the said parish of Saint John, Hackney, and also the patron of the rectory of the said parish of South Hackney, and with the consent of the Reverend Ridley Daniel Tyssen, the rector or incumbent of the lastly-mentioned rectory, and as such rector or incumbent the patron of the vicarage of the said new parish of Saint Augustine, South Hackney, (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 Saint John Hackney, of the said new parish of Homerton, of the said parish of South Hackney, and of the said new parish of Saint Augustine, South Hackney, [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 of Saint Luke, situate at Homerton as aforesaid, and that the same should be named 'The Consolidated Chapelry of Saint Luke, Homerton.'

"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 Saint Luke, Homerton, being:—

"All those several contiguous portions of the parish of Saint John, Hackney, of the new parish of Homerton, of the parish of South Hackney, and of the new parish of Saint Augustine, South Hackney, all in the county of Middlesex, and in the diocese of London, wherein the several incumbents of such cures now respectively possess the exclusive cure of souls, which said portions of such parishes, and of such new parishes, are comprised within, and are bounded by, an imaginary line commencing at the point where the boundary which divides the said parish of Saint John, Hackney, from the new parish of Homerton aforesaid, meets the boundary dividing the last-named new parish from the parish of South Hackney aforesaid, such point being at the junction of West-street with Well-street; and extending thence, north-eastward, for a distance of four and a half chains or thereabouts, along the last-mentioned boundary, thereby following the course of the last-named street to its junction with Valentine's-road; and extending thence, from the said last-mentioned boundary in a more easterly direction, along the middle of the last-named road, and continuing in the same direction along the middle of Bentham-road (thereby crossing the boundary which at the junction of Valentine's-road and Bentham-road aforesaid divides the said parish of South Hackney from the new parish of Saint Augustine, South Hackney aforesaid), to the junction of the said Bentham-road with Union-road; and extending thence, northward, along the middle of the last-named road to its junction with Wick-road; and extending thence, eastward, along the middle of the last-named road to its junction with Sydney-road; and extending thence, north-westward, along the middle of the last-named road (thereby crossing the boundary which divides the said new parish of Saint Augustine, South Hackney,

from the new parish of Homerton aforesaid), to the centre of the bridge which carries the line of the North London Railway over the same road; and extending thence, westward, for a distance of about half-a-mile, along the middle of the said line of railway (thereby passing through the Homerton Railway Station), to a point at the centre of the bridge which carries the same line of railway over the road called or known as the New Cut, upon the boundary which divides the said new parish of Homerton from the parish of Saint John, Hackney aforesaid; and extending thence, southward, for a distance of one and a half chains, or thereabouts, along the last-described boundary (thereby following the course of the last-named road and crossing Morning-lane) to the point where the street or road called or known as Homerton-terrace is joined by the footway which leads past the north-western side of Saint Luke's Church, and which is called or known as Providence-place; and extending thence, south-westward, from the said last-described boundary, along the middle of the said footway, to its junction with the street or road called or known as Chatham-place; and extending thence, southward, for a distance of three and a half chains, or thereabouts, along the middle of the last-named street or road to its junction, at the northern end of the building called or known as the Hackney Parochial Schools, with the street or road called or known as Retreat-place; and extending thence, for a distance of four and a half chains, or thereabouts, first eastward and then southward, along the middle of the last-named street or road (thereby passing along the northern side of the said school building) to the boundary which divides the said parish of Saint John, Hackney, from the new parish of Homerton aforesaid; and extending thence, first southward, then westward, then again southward, and then south-eastward, along the last-mentioned boundary (thereby passing to the east and south of the same school building, and following the course of the street or road called or known as Paradise-place, and of West-street aforesaid) to the first-described point at the junction of West-street with Well-street as aforesaid, where the said last-mentioned boundary is joined by the boundary which divides the said new parish of Homerton from the parish of South Hackney 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 London.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

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; and of the Act of the thirty-fourth and thirty-fifth years of Her Majesty, chapter eighty-two; duly prepared and laid before Her Majesty in Council, a representation, bearing date the thirty-first day of July, in the year one thousand eight hundred and seventy-three, in the words 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; and of the Act of the thirty-fourth and thirty-fifth years of your Majesty, chapter eighty-two; 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 of Saint John, situate at Trofarth, in the parish of Bettws-yn-Rhos, in the county of Denbigh, and in the diocese of Saint Asaph.

"Whereas at certain extremities of the said parish of Bettws-yn-Rhos, of the parish of Llanisaintffraid-Glan-Conwy, in the said county of Denbigh, and in the said diocese of Saint Asaph, and of the parish of Llangerniew, in the same county and diocese, 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 parishes.

"And whereas it appears to us to be expedient that such contiguous portions of the said parish of Bettws-yn-Rhos, of the said parish of Llanisaintffraid-Glan-Conwy, and of the said parish of Llangerniew should be formed into a consolidated chapelry for all ecclesiastical purposes, and that the same should be assigned to the said church of Saint John, situate at Trofarth as aforesaid.

"Now, therefore, with the consent of the Right Reverend Joshua, Bishop of the said diocese of Saint Asaph, as such Bishop, and also as the patron in right of his see of the rectory of the said parish of Llanisaintffraid-Glan-Conwy, and of the vicarage of the said parish of Llangerniew, and with the consent of the Right Reverend Alfred, Bishop of the diocese of Llandaff, the patron in right of his see of the vicarage of the said parish of Bettws-yn-Rhos (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 Bettws-yn-Rhos, of the said parish of Llanisaintffraid-Glan-Conwy, and of the said parish of Llangerniew, 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 of Saint John, situate at Trofarth as aforesaid, and that the same should be named 'The Consolidated Chapelry of Saint John, Trofarth.'

"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 Saint John Trofarth, being:—

"All those several contiguous portions of the

parishes of Bettws-yn-Rhos, of Llansaintffraid-Glan-Conwy, and of Llangerniew, all in the county of Denbigh, and in the diocese of Saint Asaph, which said portions of such parishes are comprised within and are bounded by an imaginary line, commencing upon the boundary which divides the parish of Llanelian, in the said county and diocese, from the parish of Bettws-yn-Rhos aforesaid, at a point on the south-western side of the grounds attached to the house, called or known as Coed-Coch, in the centre of the bridge which carries the road leading from Coed-coch-Uchaf past Tyn-y-terfyn to Llangerniew, over the stream called or known as the Dulas; and extending thence, for a distance of nearly half a mile, first eastward and then south-westward, along the middle of the said road (thereby crossing the road which leads from Eglwys Bach past Topyn-bach and Chwech-ffordd, and along the south-eastern side of the grounds attached to the house, called or known as Coed-coch as aforesaid, to Bettws-yn-Rhos), to the junction of the first-described road, with the road leading to Garreg-fawr and Tan-y-graig; and extending thence, eastward, for a distance of fifteen chains or thereabouts, along the middle of the last-described road, to its junction with the road leading past Ffridd-y-garreg-fawr, and along the eastern side of Mynydd-Branar to Cilgoban; and extending thence, for a distance of two miles or thereabouts, alternately southward and eastward, along the middle of the last-described road, to the boundary at or near to Cilgoban aforesaid, and near to the source of the Cain Stream, which boundary divides the said parish of Bettws-yn-Rhos from the parish of Llangerniew aforesaid; and extending thence, first generally southward, and then north-westward, along the last-described boundary, to the point near Tyn-y-terfyn aforesaid, where the road leading from Bettws-yn-Rhos, past Tyn-y-terfyn and March Aled to Plas-yn-Trofarth, is joined by the road which leads from Coed-coch-Uchaf past Tyn-y-terfyn to Llangerniew, as aforesaid; and extending thence, southward, along the middle of the last-described road, for a distance of thirty-four chains, or thereabouts, to its junction, near Bryn-y-fridd, with the occupation-road which leads past Ty-newydd and Tyn-y-ffynnon towards Henfryn; and extending thence, for a distance of forty-two chains, or thereabouts, first westward, then generally southward, and then south-westward, along the middle of the last-described occupation-road, to its junction, near Henfryn, with the road which leads from Bettws-yn-Rhos past Tyn-y-terfyn and March Aled to Plas-yn-Trofarth, as aforesaid; and continuing thence, still south-westward, for a distance of twelve chains, or thereabouts, along the middle of the last-described road, to a point in the centre of the bridge which carries the said road over the stream which flows from Bryndwdan into the River Elwy, such point being on the boundary which divides the said parish of Llangerniew from the parish of Bettws-yn-Rhos aforesaid; and extending thence, first generally southward, and then generally westward, along the last-described boundary, to its junction with the boundary which divides the said parish of Bettws-yn-Rhos from the parish of Eglwys-Bach, in the county and diocese aforesaid; and extending thence, first generally northward, and then generally north-westward, along the last-described boundary, to its junction with the boundary which divides the said parish of Llansaintffraid-Glan-Conwy from the parish of Eglwys-Bach aforesaid; and continuing thence, still generally north-westward, along the last-described boundary, to a point near Topyn-

bach in the middle of the road which leads from Eglwys-bach past Topyn-bach and Chwech-ffordd, and along the south-eastern side of the grounds attached to the house called or known as Coed-coch to Bettws-yn-Rhos as aforesaid; and extending thence, for a distance of ninety-five chains, or thereabouts, alternately north-eastward and south-eastward, along the middle of the last-described road to its junction at Chwech-ffordd with the road leading from Tafarn-newydd past Chwech-ffordd towards Llangwystenin; and extending thence, northward, for a distance of fifty-two chains, or thereabouts, along the middle of the last-described road to the boundary which divides the said parish of Llansaintffraid-Glan-Conwy from the parish of Llandrillo-yn-Rhos, situate partly in the said county of Denbigh, and partly in the county of Carnarvon, and wholly in the diocese of Saint Asaph aforesaid; and extending thence, eastward, along the last-described boundary, to its junction with the boundary which divides the said parish of Llansaintffraid-Glan-Conwy from the parish of Llanelian aforesaid; and extending thence, south-eastward, along the last-described boundary (passing to the east of the house and premises called or known as Ren-oros) to the junction of such boundary with the boundary which divides the said parish of Bettws-yn-Rhos from the parish of Llanelian as aforesaid; and extending thence, north-eastward, along the last-described boundary to the first-described point on the south-western side of the grounds attached to the house called or known as Coed-coch aforesaid, in the centre of the bridge which carries the road leading from Coed-coch-Uchaf past Tyn-y-terfyn to Llangerniew as aforesaid, over the stream called or known as the Dulas 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 St. Asaph.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the third and fourth years of Her Majesty, chapter one hundred and thirteen; of the Act of the sixth and seventh years of Her Majesty, chapter thirty-seven; of the Act of the nineteenth and twentieth years of Her Majesty, chapter one hundred and four; and of the Act of the twenty-third and twenty-fourth years of Her Majesty, chapter one hundred and twenty-four, duly prepared and laid before Her Majesty in Council a scheme, bearing date the thirty-first day of July, in the year one thousand eight hundred and seventy-three, in the words and figures following, that is to say:

"We, the Ecclesiastical Commissioners for

England, in pursuance of the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen; of the Act of the sixth and seventh years of your Majesty, chapter thirty-seven; of the Act of the nineteenth and twentieth years of your Majesty, chapter one hundred and four; and of the Act of the twenty-third and twenty-fourth years of your Majesty, chapter one hundred and twenty-four, have prepared, and now humbly lay before your Majesty in Council, the following scheme for constituting a separate district for spiritual purposes partly out of the new parish of Saint Matthias, Stoke Newington, in the county of Middlesex, and in the diocese of London, and partly out of the parish of Stoke Newington, in the same county and diocese.

"Whereas it has been made to appear to us that it would promote the interests of religion that the particular portions of the said new parish of Saint Matthias, Stoke Newington, and of the said parish of Stoke Newington, which are hereinafter mentioned and described (such portions not at present containing within their limits any consecrated church or chapel in use for the purposes of Divine worship), should be constituted a separate district in the manner hereinafter set forth.

"And whereas certain hereditaments and premises situate within the said parish of Stoke Newington have become vested in us under the provisions of and for the purposes of the herein-mentioned Acts, or of some of them, and we have in respect of such hereditaments and premises agreed to make and pay out of the common fund created by the firstly herein-mentioned Act to the minister or incumbent of the district hereinafter recommended to be constituted, so soon as one shall have been appointed and licensed in accordance with the provisions of the secondly herein-mentioned Act, and to his successors a grant of two hundred pounds per annum; and also so soon as a church shall have been erected within and for such district, and shall have been approved by us, and shall have been consecrated as the church of such district, and such district shall have thereupon become a new parish within the meaning of the secondly hereinbefore-mentioned Act, to make and pay out of the same fund such further grant as will suffice to raise the income of the incumbent of such new parish to three hundred pounds per annum.

"And whereas such grants as aforesaid will be made by an instrument or instruments to be executed by us under our common seal in accordance with the provisions of the Act of the twenty-ninth and thirtieth years of your Majesty, chapter one hundred and eleven.

"And whereas a sum of three thousand pounds sterling has been contributed and paid to the credit of our account at the Bank of England by certain persons to be applied in and towards the provision of a church for the district hereinafter recommended to be constituted.

"And whereas the said sum of three thousand pounds sterling has been paid to us as aforesaid upon the understanding and condition that (such arrangement appearing to us to be expedient) we should recommend and propose to your Majesty in Council that the whole right of patronage of the said district hereinafter recommended to be constituted, and of the nomination of the minister or incumbent thereto, should be assigned in manner hereinafter recommended and proposed.

"Now, therefore, with the consent of the Right Honourable and Right Reverend John, Bishop of

the said diocese of London (in testimony whereof he has signed and sealed this scheme), we, the said Ecclesiastical Commissioners, humbly recommend and propose that all those portions of the said new parish of Saint Matthias, Stoke Newington, and of the said parish of Stoke Newington, which are mentioned and described in the schedule hereunder written, and which are delineated and set forth on the map or plan hereunto annexed, shall upon and from the day of the date of the publication in the London Gazette of any Order of your Majesty in Council ratifying this scheme become and be constituted a separate district for spiritual purposes, and that the same shall be named 'The District of All Saints, Stoke Newington.'

"And we further recommend and propose that the whole right of patronage of the said district so recommended to be constituted, and of the nomination of the minister or incumbent thereto, or (as the case may be) of the incumbent of the new parish which such district will or may hereafter become, shall without any assurance in the law other than this scheme, and any duly gazetted Order of your Majesty in Council ratifying the same, and upon and from the day of the date of the publication of such Order in the London Gazette as aforesaid be assigned to and be vested in, and shall and may from time to time be exercised by the Bishop of the diocese within which the said district (or, as the case may be, the said new parish) of All Saints, Stoke Newington, shall from time to time be situate for the time being for ever.

"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 of them, or of any other Act of Parliament.

"The SCHEDULE to which the foregoing Scheme has reference.

"The district of All Saints, Stoke Newington, being

"All that portion of the new parish of Saint Matthias, Stoke Newington, in the county of Middlesex, and in the diocese of London, which is bounded on the north by the parish of Stoke Newington, in the said county and diocese, on the west partly by the last-named parish and partly by the new parish of Saint Augustine, Highbury New Park, in the county and diocese aforesaid, on the south partly by the said new parish, and partly by the district parish of Saint Paul, Ball's-pond, in the same county and diocese, and on the remaining side, that is to say, on the east, by an imaginary line commencing upon the boundary which divides the said district parish of Saint Paul, Ball's-pond, from the new parish of Saint Matthias, Stoke Newington aforesaid, at a point at the north-western angle of Newington-green, opposite to the southern end of Albion-road, and extending thence northward to and along the middle of the said road to its junction with Lavell-street, and extending thence westward along the middle of the last-named street to its junction with Lilford-road, and extending thence northward along the middle of the last-named road to the boundary at the junction of the same road with Park-lane, which boundary divides the said new parish of Saint Matthias, Stoke Newington, from the parish of Stoke Newington aforesaid.

"And also all that contiguous portion of the said parish of Stoke Newington (wherein the present incumbent of such parish now possesses the exclusive cure of souls) which is bounded on

the north-west by the parish of Hornsey, in the county and diocese aforesaid, on the west by the said new parish of Saint Augustine, Highbury New Park, on the east by the above-described portion of the new parish of Saint Matthias, Stoke Newington aforesaid, and on the remaining side, that is to say, on the north-east, by an imaginary line commencing upon the boundary which divides the last-named new parish from the parish of Stoke Newington aforesaid, at a point at the south-eastern end of Park-lane Bridge, which carries Park-lane aforesaid over the New River, and extending thence north-westward across the said bridge and along the middle of the said lane to its junction with the road called or known as Paradise-row, and continuing thence still north-westward and in a direct line across the last-mentioned road, to the boundary on the north-western side of the same road which divides the said parish of Stoke Newington from the parish of Hornsey aforesaid."

And whereas a draft of the said scheme has, in accordance with the provisions of the herein-before secondly mentioned Act, been transmitted to the patrons and to the incumbents of the two cures out of which it is intended that the district recommended in such scheme to be constituted shall be taken, and the said patrons and incumbents have respectively signified their assent to the same scheme.

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 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 London.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

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 fourteenth and fifteenth years of Her Majesty, chapter ninety-seven; of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years of Her Majesty, chapter eighty-two, duly prepared and laid before Her Majesty in Council a representation, bearing date the thirty-first day of July, in the year one thousand eight hundred and seventy-three, in the words 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 fourteenth and fifteenth years of your Majesty, chapter ninety-seven, of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five; and of the Act of the thirty-fourth and thirty-fifth years of your Majesty, chapter eighty-two, 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 of Saint Paul, situate at New Southgate, in the new parish of Southgate, in the county of Middlesex, and in the diocese of London.

"Whereas at certain extremities of the said new parish of Southgate, and of the parish or parochial chapelry of Fryern Barnet, in the said county of Middlesex, and in the said diocese of London, 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 new parish and parish or parochial chapelry respectively.

"And whereas it appears to us to be expedient that such contiguous portions of the said new parish of Southgate, and of the said parish or parochial chapelry of Fryern Barnet, should be formed into a consolidated chapelry for all ecclesiastical purposes, and that the same should be assigned to the said church of Saint Paul, situate at New Southgate as aforesaid.

"Now, therefore, with the consent of the Right Honourable and Right Reverend John, Bishop of the said diocese of London, and with the consent of the Reverend Reginald Edward Copleston, the vicar or incumbent of the vicarage of the parish of Edmonton, in the said county of Middlesex, and in the said diocese of London, and as such vicar or incumbent, the patron of the vicarage of the said new parish of Southgate (in testimony whereof they, the said bishop and Reginald Edward Copleston, have respectively signed and sealed this representation), and with the consent of the Dean and Chapter of the cathedral church of Saint Paul, in the city of London, and in the said diocese of London, the patrons of the rectory of the said parish or parochial chapelry of Fryern Barnet (in testimony whereof they, the said Dean and Chapter, have affixed their common or corporate seal to 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 new parish of Southgate, and of the said parish or parochial chapelry of Fryern Barnet, 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 of Saint Paul, situate at New Southgate as aforesaid, and that the same should be named 'The Consolidated Chapelry of Saint Paul, New Southgate.'

"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 Saint Paul, New Southgate, being:—

"All those two contiguous portions of the new parish of Southgate, and of the parish or parochial chapelry of Fryern Barnet, both in the county of Middlesex, and in the diocese of London, which are comprised within, and are bounded by, an imaginary line, commencing at the point near to the junction of Church-lane with Betstile-road, where the boundary which divides the said new parish of Southgate from the parish of East Barnet in the county of Hertford, and in the diocese of

Rochester, meets the boundary dividing the last-named parish from the parish or parochial chapelry of Fryern Barnet aforesaid; and extending thence, north-westward, for a distance of about half a mile along the last-described boundary, that is along the county boundary before referred to, to a point in the middle of the line of the Great Northern Railway; and extending thence, south-eastward, for a distance of about fifty chains, along the middle of the said line of railway, to the point on the north-eastern side of the building and grounds, called or known as the Colney Hatch Lunatic Asylum, where the same line of railway is crossed by the boundary which divides the said parish or parochial chapelry of Fryern Barnet from the new parish of Southgate aforesaid; and extending thence, southward, along the last-described boundary for a distance of about fourteen chains (thereby passing to the west of the Colney Hatch Railway Station), to the junction of the same boundary with the boundary which divides the new parish of Saint Michael, Wood Green, in the said county of Middlesex, and in the diocese of London aforesaid, from the new parish of Southgate aforesaid; and extending thence, generally eastward, along the last-described boundary, for a distance of about three quarters of a mile (thereby recrossing the line of the Great Northern Railway aforesaid, and also crossing Bounds Green-lane, at its junction with Palmer's Green-road, and also passing along the northern side of the buildings, called or known as Bounds Green Farm), to a point in the middle of Jones's-lane; and extending thence, north-eastward, for a distance of about twenty-five chains, along the middle of the last-named lane to its junction with Betstile-road aforesaid; and extending thence, north-westward, for a distance of about fifteen chains, along the middle of the last-named road, to the centre of the bridge which carries the same road over Bounds Green Brook; and extending thence, north-eastward, for a distance of about six chains, along the middle of the said brook to its junction with Pymme's Brook; and extending thence, generally north-westward, for a distance of about fifty chains, along the middle of the last-named brook to the boundary on the north-western side of the bridge which carries Church-lane aforesaid over the same brook, which boundary divides the said new parish of Southgate from the parish of East Barnet aforesaid; and extending thence, south-westward, for a distance of about thirty chains along the last described boundary, that is along the county boundary aforesaid (thereby following for the most part the north-western side of Church-lane aforesaid) to the first-described point near to the junction of the said Church-lane with Betstile-road aforesaid, where the said last-described boundary meets the boundary dividing the said parish of East Barnet from the parish or parochial chapelry of Fryern Barnet 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 London.

Edmund Harrison.

AT the Court at Balmoral, the 20th day of November, 1873.

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-three, 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, sections six and eight, 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 Prebend of Eald-street, in the cathedral church of Saint Paul, London, and now vested in us.

"Whereas, on the vacancy of the said prebend, which occurred in or about the nineteenth day of January, in the year one thousand eight hundred and forty-two, by the decease of the Reverend Robert Watts, the then Prebendary, all the lands, tenements, hereditaments, and endowments theretofore belonging to the said prebend (except rights of patronage), became, by virtue of the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen, absolutely vested in us, for the purposes and subject to the provisions applicable to other hereditaments vested in us.

"And whereas our estate in the lands, tenements, hereditaments, and endowments aforesaid consists of reversions expectant upon the determination of beneficial leases, such leases producing only a small annual revenue, and partly on that account, and partly on account of the character or situation of the property, the said lands, tenements, hereditaments, and endowments 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 by an Act of the twenty-third and twenty-fourth years of your Majesty, chapter one hundred and twenty-four, power is given to lessees holding under us, in the event of our declining to enter into a treaty for the sale of our reversions, or the purchase of the leasehold interests, to require us to purchase such leasehold interests at a valuation.

"And whereas, with a view to the advantageous appropriation of the said lands, tenements, hereditaments, and endowments, or of the proceeds thereof, for the ultimate improvement of our common fund, it is expedient that the said lands, tenements, hereditaments, and endowments, or such 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 dispose of our interest therein, 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 of the sixth and seventh years of your Majesty's reign, with the consent of the holder or holders thereof (if any), to be testified by his, her, or their being made parties to such instruments, all or any of the said lands, tenements, hereditaments, and endowments

theretofore belonging to the said Prebend of Ealdstreet, and 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, her, or their heirs, executors, administrators, or assigns, or otherwise, as he, she, 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."

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 London.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

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-three, 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, sections six and eight, 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 Prebend of Hova Villa, in the cathedral church of Chichester, and now vested in us.

"Whereas, by the decease of the Reverend William St. Andrew Vincent, which occurred on or about the twenty-second day of July, in the year one thousand eight hundred and forty-nine, all the lands, tithes, tenements, and hereditaments theretofore belonging to the said prebend, became by virtue of the Act of the third and fourth years of your Majesty, chapter one hundred and thirteen, absolutely vested in us, for the purposes and subject to the provisions applicable to other hereditaments vested in us.

"And whereas our estate in the land, tithes, tenements, and hereditaments aforesaid consists of a reversion expectant upon the determination of a beneficial lease, such lease producing only a small annual revenue, and partly on that account, and partly on account of the character or situation of the property, the said lands, tithes, tenements, and hereditaments 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 by an Act of the twenty-third and twenty-fourth years of your Majesty, chapter one hundred and twenty-four, power is given to lessees holding under us, in the event of our declining to enter into a treaty for the sale of our reversions, or the purchase of the leasehold interests, to require us to purchase such leasehold interests at a valuation.

"And whereas, with a view to the advantageous appropriation of the said lands, tithes, tenements, and hereditaments, or of the proceeds thereof, for the ultimate improvement of our common fund, it is expedient that the said lands, tithes, tenements, and hereditaments, or such 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 dispose of our interest therein, 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 of the sixth and seventh years of your Majesty's reign, with the consent of the holder or holders thereof, to be testified by his, her, or their being made parties to such instruments, all or any of the said lands, tithes, tenements, and hereditaments heretofore belonging to the said Prebend of Hova Villa, and 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, her, or their heirs, executors, administrators, or assigns, or otherwise, as he, she, 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."

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 Chichester.

Edmund Harrison.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of South Bersted, 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 fifth of April, one thousand eight hundred and seventy-two, numbered 243.

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.

Edmund Harrison.

Bye-Laws referred to in the foregoing Order.

No. CCXLIII.

THE ELEMENTARY EDUCATION ACT
1870.

Parish of South Bersted.

BYE-LAWS OF THE PARISH OF SOUTH BERSTED
SCHOOL BOARD.

Recital of 74th Section of Education Act, authorising School Boards to make Bye-laws as to attendance at School.

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 following purposes:—

1. Requiring the parents of children of such age, not less than five years, nor more than thirteen years, as may be fixed by the Bye-laws, to cause such children (unless there is some reasonable excuse) to attend school.
2. Determining the time during which children are so to attend school, provided that no such Bye-law 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, or shall be contrary to anything contained in any Act for regulating the education of children employed in labour.
3. Providing for the remission or payment of the whole or any part of the fees of any child, where the parent satisfies the School Board that he is unable from poverty to pay the same.
4. Imposing penalties for the breach of any Bye-laws.

5. Revoking or altering any Bye-laws previously made.

Provided that any Bye-law under this section requiring a child between ten and thirteen years of age to attend school, shall provide for the total or partial exemption of such child from the obligation to attend school if one of Her Majesty's Inspectors certifies that such child has reached a standard of education specified in such Bye-law.

Reasonable Excuses for Non-Attendance.

And by the said 74th section, it is further enacted, that any of the following reasons shall be a reasonable excuse, namely:—

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.
3. That there is no Public Elementary School open which the child can attend, within such distance, not exceeding three miles, measured according to the nearest road, from the residence of such child, as the Bye-laws may prescribe.

Penalties for Breach of Bye-laws.

And by the said 74th section, it is further enacted, that any proceeding to enforce any Bye-law may be taken, and any penalty for the breach of any Bye-law may be recovered in a summary manner; but no penalty imposed for the breach of any Bye-law shall exceed such amount as with the costs will amount to five shillings for each offence, and such Bye-laws shall not come into operation until they have been sanctioned by Her Majesty in Council.

Recital of Section 17, providing for Payment of School Fees to School Board, and for Remission of Fees in case of Poverty.

And whereas, by the 17th section of the said Act, it is enacted that every child attending a school provided by any School Board, shall pay such weekly fee as may be prescribed by the School Board, with the consent of the Education Department; but the School Board may, from time to time, for a renewable period not exceeding six months, remit the whole or any part of such fee in the case of any child when they are of opinion that the parent of such child is unable from poverty to pay the same, but such remission shall not be deemed to be parochial relief given to such parent.

Recital of Section 25, authorising School Board to pay School Fees in case of Poverty.

And whereas, by the 25th section of the said Act, it is enacted that the School Board may, if they think fit, from time to time, for a renewable period not exceeding six months, pay the whole or any part of the school fees payable at any Public Elementary School by any child resident in their district, whose parent is in their opinion unable from poverty to pay the same, but no such payment shall be made or refused on condition of the child attending any Public Elementary School other than such as may be selected by the parent; and such payment shall not be deemed to be parochial relief given to such parent.

Recital of Section 26, authorising the Establishment of Free Schools in special cases.

And whereas, by the 26th section of the said Act, it is enacted that if a School Board satisfies the Education Department that, on the ground of the poverty of the inhabitants of any place in their district, it is expedient for the interests of educa-

tion to provide a school at which no fees shall be required from the scholars, the Board may, subject to such rules and conditions as the Education Department may prescribe, provide such school, and may admit scholars to such school without requiring any fee.

Recital of Section 36, authorising School Board to appoint Officers to enforce Attendance at School.

And whereas, by the 36th section of the said Act, it is enacted that every School Board may, if they think fit, appoint an officer or officers to enforce any Bye-laws under this Act with reference to the attendance of children at school, and to bring children who are liable under the Industrial Schools Act, 1866, to be sent to a certified Industrial School, before two Justices, in order to their being so sent, and any expenses incurred under this section may be paid out of the School Fund.

Recital of Election of School Board.

And whereas, in pursuance of a requisition sent by the Education Department to the Clerk to the Guardians of the Westhampnett Union, in the county of Sussex, a School Board for the parish of South Bersted, in the said Union, was duly elected on the 28th day of February, 1871.

Now, at a meeting of the School Board of the said parish of South Bersted, held at Bognor, in the said parish of South Bersted, on Friday, the 5th day of April, 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 district comprising the parish of South Bersted.

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 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 district of the said parish of South Bersted, shall cause such child to attend school.

Determining the Time during which Children shall attend School.

See Sec. 7 (Sub.-Sec. 2).

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.

Sec. 76.

(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.

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 fourth 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 third 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.

Defining 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 or Payment of School Fees in case of Poverty.

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, will remit, and in the case of any other school 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 of fees to be remitted or paid shall not exceed either the ordinary payment at the school selected by the parent, or the following scale:—

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

For any child exceeding eight years of age and under ten, 4d. per week.

For any child exceeding ten years of age, 6d. per week.

Requiring Notice to Parent to cause Child to Attend School.

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.

Requiring Particulars of Notices to be Recorded.

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.

Prohibiting Officers from Disclosing Information.

9. An officer shall not disclose the fact of service of any such notice, or any information relating thereto, to any person not a member or officer of the Board, or a manager or principal teacher of a school.

Providing that no Proceeding be taken until after Fourteen Days from Service.

10. 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 or her reasons for not complying with the said notice.

Penalty for Breach of Bye-laws.

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 six pence, 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.

12. 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 parish of South Bersted, this 5th day of April, A.D. 1872.

Alfred Conder,
Chairman.

Sealed in the presence of
E. Faunce Hardwick,
Clerk.



[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 [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. 187 .

[C.D.]

Clerk to the School Board.

Offices of the School Board,
Aston House, Bognor.

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

187 , 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 Balmoral, the 20th day of November, 1873.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the School Board of Caister-next-the-Sea, Great Yarmouth, 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 fourteenth of August, one thousand eight hundred and seventy-three, numbered 244.

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.

Edmund Harrison.

Bye-Laws referred to in the foregoing Order.

No. CCXLIV.

THE ELEMENTARY EDUCATION ACT,
1870.

THE PROPOSED BYE-LAWS OF THE SCHOOL BOARD
OF CAISTER-NEXT-THE-SEA, GREAT YARMOUTH.

At the monthly Meeting of Caister School Board, held on the 30th day of June, 1873,

It was agreed to make and ordain the following Bye-laws, in accordance with a minute of the proceedings of the Board at the meeting of above date, and subject to the approval of the Education Department.

Interpretation of Terms.

1. All "terms" used and adopted in these Bye-laws, are to be taken and understood as interpreted by the Elementary Education Act, 1870.

Parents to cause Children to Attend School.

2. The parent of every child residing within Caister School district shall cause such child, not being more than thirteen years, nor less than five years of age, to attend School, unless there be a reasonable excuse for non-attendance.

Time of School Attendance.

3. The time of attendance at School for every child shall be the whole time for which the schoole shall be open for the instruction of children of like age. Provided always, that nothing shall be done or required under these Bye-laws, which in any way shall be contrary to the provisions of the Education Act, 1870, as regards religious instruction or observances, or to any thing contained in any Act for regulating the education of children employed in labour.

Exemption from Attendance in certain cases.

4. In case one of Her Majesty's Inspectors 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 child who has been so certified to have reached the fourth standard of education as above, shall be exempt from the obligation to attend school more than fifteen hours in any one week.

Reasonable Excuses for Non-Attendance defined.

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 is prevented from attending school by sickness, or any unavoidable cause.
- (c.) 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.

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, inclusive of costs, for each offence.

Sealed with the Seal of Caister School Board this 14th day of August, 1873.

G. W. Steward, Chairman.

Sealed in the presence of

W. E. Kerridge, jun., Clerk of
C. S. B.



AT the Court at Balmoral, the 20th day of November, 1873.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the School Board of East and West Looe, 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-three, numbered 245.

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.

Edmund Harrison.

Bye-laws referred to in the foregoing Order.

No. CCXLV.

THE ELEMENTARY EDUCATION ACT,
1870.

Borough and Parish of East Looe, and Parish of West Looe.

BYE-LAWS OF EAST AND WEST LOOE SCHOOL BOARD.

1. THE Bye-laws of the School Board of East Looe, bearing date November 25th, 1871, and sanctioned by Her Majesty in Council on the 22nd of April, 1872, together with all other Bye-laws heretofore made by the said Board are hereby wholly revoked, except as regards all offences against the said Bye-laws already committed, and provided that all matters and things done in pursuance of the said Bye-laws shall be and remain valid as though the said Bye-laws were not revoked.

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 united district of East and West Looe, 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 that nothing herein contained shall prevent the withdrawal of any child during the time or times in which any religious observance is practised, or instruction in religious subjects is given, and provided 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 may belong.
- (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 under these Bye-laws if such requirement would be contrary to anything contained in any Act for regulating the education of children employed in labour.

Provided also that any requirement herein contained shall not be held or construed to apply to any child above ten years of age employed in

labour, where it can be shown to the satisfaction of the School Board that the circumstances of the parent require the labour of such child to assist in the maintenance of the family.

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 fourth 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.

Defining reasonable Excuses 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 one mile, measured according to the nearest road from the residence of such child.

Providing for the Remission of School Fees in case of Poverty.

6. If the parent of any child 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.

Penalty for Breach of Bye-laws.

7. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty not exceeding 2s. 6d. for one offence, and no penalty imposed for breach of any Bye-law shall exceed such a sum as with the costs will amount to 5s. for each offence.

Dated 17th June, 1873.



James R. Bishop, Chairman.
John Giles, Clerk.

AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the School Board of Melindwr, 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 246.

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.

Edmund Harrison.

Bye-Laws referred to in the foregoing Order.

No. CCXLVI.

THE ELEMENTARY EDUCATION ACT,
1870.

Township of Melindwr.

BYE-LAWS OF THE MELINDWR SCHOOL BOARD.

At a meeting of the School Board of the township of Melindwr, held at the Board Room, Goginan, in the said township, the 26th day of June, 1872, the said Board do hereby, in pursuance of the Elementary Education Act, 1870, and subject to the approval of the Education Department, make the following:—

BYE-LAWS.

Requiring Parents to cause Children to attend School.

1. The parent of every child not less than five years of age nor more than thirteen years of age, residing within the said township, shall cause such child to attend school (unless there is some reasonable excuse).

Determining Time during which Children shall attend School.

2. 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.

Proviso for Exemption from Attendance if Child has reached certain Standard.

3. 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 fourth 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.

Defining reasonable Excuses for Non-attendance.

4. 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 three miles, measured according to the nearest road, from the residence of such child.

Providing for Remission or Payment of School Fees in case of Poverty.

5. Where the parent of any child not attending 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 schools provided by the Board, will pay or 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, provided that the amount of fees to be remitted or paid shall not exceed the ordinary amount payable in such school which the parent may select.

Penalty for Breach of Bye-Laws.

6. Every parent committing a breach of these Bye-Laws, or any of them shall, upon conviction,

be liable to a penalty not exceeding, with the costs, five shillings for each offence.

Sealed with the Common Seal of the School Board of the township of Melindwr, this 26th day of June, 1872.

James Evans, Chairman.

Thomas Davies, Clerk to the said Board.



AT the Court at *Balmoral*, the 20th day of November, 1873.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the School Board of Foston and Scropton, 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 September, one thousand eight hundred and seventy-three, numbered 247.

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.

Edmund Harrison..

Bye-laws referred to in the foregoing Order.

No. CCXLVII.

THE ELEMENTARY EDUCATION ACT,
1870.

BYE-LAWS OF THE FOSTON AND SCROPTON
SCHOOL BOARD, IN THE COUNTIES OF DERBY
AND STAFFORD.

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

Adopted at a Meeting of the School Board for the parish of Foston and Scropton, held on Tuesday, September 16th, 1873.

Election of School Board.

WHEREAS, in pursuance of a requisition sent by the Education Department to the Clerk of the Burton-on-Trent Union, in the counties of Derby and Stafford, a School Board for the parish of Foston and Scropton was duly elected on the 24th day of December, 1872.

Now, at a meeting of the School Board of the said parish of Foston and Scropton, held in their school, in the said parish, on Tuesday, the 16th day of September, 1873, at which meeting a quorum of the members of such Board are present, the said Board do hereby make and ordain the following Bye-laws, subject to the approval of the Education Department:—

Definition of Terms.

1. The terms "Parish," "Education Department," "Her Majesty's Inspectors," "Parent," "Elementary School," and "Public Elementary

No. 2403,

E

School," mean the same as defined in the sections 3 and 7 of the Elementary Education Act, 1870.

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 of not less than five years of age, nor more than thirteen years of age, residing within the said parish, shall cause such child to attend an Elementary 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 that nothing herein contained shall prevent the withdrawal 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.
- (c.) To attend school on any day fixed for the inspection of the school, or the examination of the scholars therein in respect of religious subjects.
- (d.) To attend school if such requirement would be contrary to anything contained in any Act for regulating the education of children employed in labour.

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 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 five meetings in any one week.

Reasonable Excuses 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.

Remission or Payment of School Fees in case of Poverty.

6. If the parent of any child 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, and in the case of any other Public Elementary School 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 of fees to be remitted or paid shall not exceed the fees at the Board School.

Penalty for Breach of Bye-laws.

7. Any person committing a breach of these Bye-laws, or any of them, shall be subject to a penalty which, with the costs, shall not exceed 5s.

Date on which Bye-laws shall come into Operation.

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 Foston and Scropton School Board, this 16th day of September, 1873.

J. Broadhurst, Chairman.
John Marsh, Clerk.

L. S.

AT the Court at *Balmoral*, the 20th day of November, 1873.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the School Board of Seighford, 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 third of September, one thousand eight hundred and seventy-three, numbered 248.

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.

Edmund Harrison.

Bye-laws referred to in the foregoing Order.

No. CCXLVIII.

THE ELEMENTARY EDUCATION ACT,
1870.

Parish of Seighford.

BYE-LAWS OF THE SEIGHFORD SCHOOL BOARD.

WHEREAS, in pursuance of a requisition sent by the Education Department to the Clerk of the Stafford Union, in the county of Stafford, a School Board for the parish of Seighford was duly elected on the 28th day of April, 1873.

Now, at a meeting of the School Board of the said parish of Seighford, duly convened, and held at the School Room in the said parish, this 3rd day of September, 1873, at which meeting a quorum of the members of such Board are present, the same Board do hereby, in pursuance of the aforesaid powers, and subject to the approval of the Education Department, make the following Bye-laws, to come into effect forthwith, after the same shall receive the sanction of Her Majesty in Council.

Interpretation.

1. In these Bye-laws—

The term of "Education Department" means the Lords of the Committee of 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.

Terms importing males include females.

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

The term "Seighford School District" or "School District" means the School District to which the School Board belongs.

The term "School" or "Public Elementary School" means a Public Elementary School, as defined by 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 Seighford School District.

The term "Child" means a child residing within the Seighford School District.

Attendance.

2. Subject as hereinafter mentioned, 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 a reasonable excuse for non-attendance. Any of the following reasons shall be deemed to be a reasonable excuse:—

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 an unavoidable cause, or a cause that to the School Board shall seem to be sufficient.
3. 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.

Any child of the age of ten years, who has been certified by one of Her Majesty's Inspectors of Schools as having reached a standard of education which would enable it to pass a public examination according to the fourth standard of education of the Government Code of February, 1871, shall be totally exempt from the obligation to attend school; and any child of the like age, who has been in like manner certified as having passed a public examination according to the third standard of education of the same Code, shall be exempt from the obligation to attend school more than one half of the meetings of the school in any one week.

Time of Attendance.

3. Except as aforesaid, 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, or shall require any child to attend school on any day exclusively set apart for religious observance by the religious body to which the parent of such child belongs, or shall be deemed or construed as being contrary to anything contained in any Act for regulating the education of children employed in labour.

Penalty for Breach of Bye-laws.

4. Every parent committing a breach of these Bye-laws, or any of them, 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.

Remission or Payment of Fees.

5. If the parent of any child 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, and in case of any other Public Elementary School 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 of fees to be remitted or paid shall not exceed either the ordinary payment at the school selected by the parent, or the following scale:—

Boys' Schools, and Girls' and all Mixed Schools, 3d. per week.

Infants' Schools, and all children under six years of age, 2d. per week.

As witness the Common Seal of the School Board, and the signatures of the Chairman and Clerk of the Board, this 3rd day of September, 1873.

Edwin Creswell Perry, M.A.,
Chairman of the School
Board for the parish of
Seighford.

Wm. Morgan, Clerk to the
said Board.



AT the Court at *Balmoral*, the 20th day of *November*, 1873.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the School Board of Newchurch, 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 first of September, one thousand eight hundred and seventy-three, numbered 249.

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.

Edmund Harrison.

Bye-laws referred to in the foregoing Order.

No. CCXLIX.

THE ELEMENTARY EDUCATION ACT,
1870.

SCHOOL BOARD FOR THE PARISH OF NEW-
CHURCH, ISLE OF WIGHT.

BYE-LAWS.

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

Adopted at a Meeting of the School Board for
the Parish of Newchurch, held at the Board

Schools, Wroxall, on Monday, the 1st day of
September, 1873.

Parents shall cause Children to attend School.

1. The parent of every child not less than five nor more than thirteen years of age, residing within the parish of Newchurch shall, in default of a reasonable excuse, cause such child to attend a Public Elementary School.

2. The word "Parent" in the foregoing Bye-law includes guardian, and every person who is liable to maintain, or has the actual custody of any child.

Reasonable Excuses for Non-attendance.

3. Any of the following reasons shall 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.

As to Time of Attendance.

4. The time during which every child shall attend school, shall be the whole time during which the school is open for the instruction of children of similar age, subject to the following provisions:

- (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.

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 Workshops Regulation Act, 1867, or of any other Act for regulating the education of children employed in labour.

Exemption of Children who have reached Examination in Fourth Standard.

Children who have reached Third Standard may attend half time.

5. 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 fourth standard of education set out in the 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 third standard of education set out in the said Code, shall be exempt from the obligation to attend school more than one half of the time in any one week.

Remission or Payment of Fees on account of Poverty.

6. In case any parent shall satisfy the School Board that he or she is unable from poverty to pay the school fees of his or her child, the Board will remit at their own schools, or pay at any

other Public Elementary School, 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.

Penalty for Breach of Bye-Laws.

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

Date as to Operation.

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

Sealed with the Common Seal of the School Board for the parish of Newchurch, in the Isle of Wight, this 1st day of September, 1873.

R. H. Smith, Chairman.

Sealed in the presence of

Edwin S. B. Ingram, Clerk.



Foreign Office, November 20, 1873.

The Queen has been pleased to approve of Mr. R. N. Howard as Vice-Consul for Weymouth and Portland for His Majesty the Emperor of Austria.

The Queen has also been pleased to approve of Don Guillermo Hope as Consul at Leith for the Republic of Chile.

Crown Office, November 19, 1873.

The Queen has been pleased, by Writ under the Great Seal, to call Sir John Duke Coleridge, Knt., Her Majesty's Attorney-General, to the state and degree of a Serjeant-at-Law.

The Queen has also been pleased, by Letters Patent under the Great Seal, to constitute and appoint Sir John Duke Coleridge, Knt., Serjeant-at-Law, Chief Justice of the Common Pleas.

Crown Office, November 20, 1873.

The Queen has been pleased, by Letters Patent under the Great Seal, to constitute and appoint Henry James, Esq., Her Majesty's Solicitor-General, to be Her Majesty's Attorney-General.

The Queen has also been pleased, by Letters Patent under the Great Seal, to constitute and appoint William George Granville Venables Vernon Harcourt, Esq., one of Her Majesty's Counsel learned in the Law, to be Her Majesty's Solicitor-General.

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

I do hereby give notice, that it hath been certified to me in writing, under the hands of

two Members serving in this present Parliament, in the manner required by the said Act, that Lyon Playfair, Esq., late a Member serving in this present Parliament for the Universities of Edinburgh and St. Andrew's, hath accepted the office of Her Majesty's Postmaster-General, and has been gazetted thereto in the London Gazette, dated the 18th day of November, and has thereby vacated his seat; and that I shall issue my Warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said Universities, at the end of six days after the insertion of this notice in the London Gazette.

Given under my hand this twentieth day of November, 1873.

JOHN BONHAM-CARTER,

being one of the Members nominated, appointed, and authorized by Mr. Speaker, by an instrument in writing under his hand and seal, dated the 11th day of August, 1869, pursuant to the said Act of George III, to execute all and singular the powers given to the Speaker of the House of Commons for the time being, for issuing warrants to the Clerk of the Crown in cases as in the said Act specified, during the recess of the House of Commons, and Mr. Speaker being at the present time absent from the realm.

Admiralty, 18th November, 1873.

Andrew Lloyd, Esq., has this day been promoted to the rank of Chief Engineer in Her Majesty's Fleet.

In accordance with the provisions of Her Majesty's Order in Council of the 3rd March, 1873—

Assistant-Paymaster William N. Thomas has this day been placed on the Retired List.

Admiralty, 19th November, 1873.

In accordance with the provisions of Her Majesty's Orders in Council of 22nd February, 1870, and 4th August, 1873, the undermentioned Commanders have been placed on the Retired List, from the 1st October last, with permission to assume the rank of Retired Captain :—

Commanders :

Robert Barclay Cay.
Herbert Price Knevitt.
Francis Stafford Thompson.
Cecil George Sloane Stanley.
Karl Heinrich Augustus Mainwaring.
Richard Bremridge Nicholetts.

And the undermentioned Commanders have been placed on the Retired List of their rank, from the same date :—

Commanders :

William Raymond Boulton.
Francis Henry Hastings.
James Stephen Tonkin.
George Rivington.
Edward Hughes Brodrick Hartwell.
John Robert Deane Cooper.

In accordance with the provisions of the same Orders in Council, the undermentioned Lieutenants have been placed on the Retired List from the same date, with permission to assume the rank of Retired Commander :—

Lieutenants :

Edward Downes Law.
Henry St. Vincent Jenkings.
Richard Henry Byron.
William Frederick Arthur Hamilton Russell.

John Hugh Bainbridge.
Georges Crofton Collingwood Carter.
Francis Augustus Delmé Radcliffe.
Arthur Bloxsome.
Dudley Charles Stuart.
Francis Henry Stafford O'Brien.
Lawrence Græme Allan Roberts.
William Herbert Maund.

And the following Officers have been placed on the Retired List of their rank, from the same date :—

Lieutenants :

Charles John Hives.
William Sherbrooke.
Arthur Percy Douglas.

Sub-Lieutenant :

Arthur William Blacker Kirwan.

War Office, Pall Mall,
21st November, 1873.

23rd Foot, Serjeant-Instructor of Musketry Patrick McCormick to be Quartermaster, vice Abraham Button, pronounced medically unfit to proceed abroad with the 2nd Battalion of the Regiment. Dated 19th November, 1873.

War Office, 21st November, 1873.

VOLUNTEERS.

1st Administrative Battalion Gloucestershire Engineer Volunteers.

Douglas John Dutton, Gent., to be Assistant-Surgeon. Dated 22nd November, 1873.

4th Hampshire Artillery Volunteer Corps.

Captain James Haggard resigns his Commission. Dated 22nd November, 1873.

10th Kent Artillery Volunteer Corps.

Lieutenant Thompson Hunter resigns his Commission. Dated 22nd November, 1873.

27th Lancashire Rifle Volunteer Corps.

John Alexander Read, Gent., to be Sub-Lieutenant. Dated 22nd November, 1873.
Charles Robert Hinnell, Gent., to be Sub-Lieutenant. Dated 22nd November, 1873.

3rd London Rifle Volunteer Corps.

Lieutenant Thomas Alley-Jones resigns his Commission. Dated 22nd November, 1873.

2nd Pembrookshire Artillery Volunteer Corps.

Lieutenant Charles Augustus Christie to be Captain. Dated 22nd November, 1873.

18th Surrey Rifle Volunteer Corps.

The appointment of Edward Roe Fisher, Gent., to be Sub-Lieutenant, is cancelled.

1st Administrative Battalion Warwickshire Rifle Volunteers.

Honorary Chaplain the Reverend Thomas Sheepshanks resigns his Commission. Dated 22nd November, 1873.

The Reverend Robert Hall Baynes to be Acting Chaplain. Dated 22nd November, 1873.

41st West Riding of Yorkshire Rifle Volunteer Corps.

Lieutenant William Greenwood Lockwood resigns his Commission. Dated 22nd November, 1873.
Lieutenant Alfred Barrowclough resigns his Commission. Dated 22nd November, 1873.

Crown Office, November 20, 1873.

Days and Places appointed for holding Special Commissions of Oyer and Terminer and Gaol Delivery :—

Buckinghamshire, Saturday, December 20, at Aylesbury.

Cheshire, Wednesday, December 10, at Chester Castle.

Durham, Wednesday, December 3, at Durham.

Essex, Monday, December 8, at Chelmsford.

Glamorganshire, Monday, December 15, at Cardiff.

Gloucestershire, Friday, December 19, at Gloucester.

City of Gloucester, the same day, at the City of Gloucester.

Kent, Monday, December 1, at Maidstone.

Town of Newcastle-upon-Tyne, Saturday, November 29, at the Guildhall of the said Town.

Somersetshire, Thursday, December 18, at Taunton.

Southampton, Thursday, December 11, at the Castle of Winchester.

Staffordshire, Saturday, November 29, at Stafford.

Surrey, Thursday, December 11, at Kingston-upon-Thames.

Sussex, Thursday, December 4, at Lewes.

Warwickshire, Monday, December 15, at Warwick.

Worcestershire, Saturday, December 6, at Worcester.

City of Worcester, the same day, at the City of Worcester.

West Riding of Yorkshire, Saturday, November 29, at Leeds.

THE FAIRS ACT, 1871.

NEWPORT (SALOP) CATTLE FAIRS.

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

1. A representation has been duly made to me by the Newport (Salop) Market Company, as owners, that Cattle Fairs have been held at Newport (Salop) on every alternate Tuesday throughout the year, and that it would be for the convenience and advantage of the public that such Fairs, hitherto held on every alternate Tuesday throughout the year, be held on every alternate Monday throughout the year, commencing on Monday, the 5th day of January, 1874, instead of on every alternate Tuesday, as heretofore.

2. On the 20th day of December, 1873, I shall take the aforesaid representation into consideration, and all persons are to intimate, before that day, any objection they may desire to offer to the above proposal.

(Signed) *R. Lowe.*

Whitehall, November 20, 1873.

THE FAIRS ACT, 1871.

ORFORD FAIR.

WHEREAS a representation has been duly made to me, as Secretary of State for the Home Department, by the Corporation of the town of Orford, in the county of Suffolk, that a Fair has been annually held on the twenty-fourth

day of June, in the said town, in the said county, and that it would be for the convenience and advantage of the public that the said Fair should be abolished :

And whereas notice of the said representation, and of the time when I should take the same into consideration, has been duly published in pursuance of "The Fairs Act, 1871:"

And whereas on such representation and consideration it appears to me that it would be for the convenience and advantage of the public that the said Fair should be abolished :

And whereas the said Corporation of the said town, in the said county, as lord or owner of the said Fair, and the tolls thereof, has consented, in writing, that the said Fair should be abolished :

Now, therefore, I, as the Secretary of State for the Home Department, in exercise of the powers vested in me by "The Fairs Act, 1871," do hereby order that the Fair which has been annually held in the said town, in the said county, shall be abolished as from the date of this order.

Given under my hand at Whitehall, this
18th day of November, 1873.

(Signed) *R. Lowe.*

Appointment of Auditor for the West Norfolk Audit District.

To the Guardians of the Poor of the several Unions comprised in the West Norfolk Audit District ;

To the Churchwardens and Overseers of the Poor of the Parishes and Places comprised in the said Unions ;

To the Treasurers and other Officers of the said Unions, Parishes, and Places ;

And to all others whom it may concern.

WE, the Local Government Board, acting under and in pursuance of the powers given by the Statutes in that behalf, do hereby appoint Thomas Howel Kyffin Roberts, of Saint Asaph, in the county of Flint, Esq., to be the Auditor for the West Norfolk Audit District, and to discharge the duties required of him by the Order of the Poor Law Commissioners, dated the eleventh day of March, one thousand eight hundred and forty-five, and by all other Orders of the said Commissioners and the Poor Law Board or Local Government Board, and the several Statutes applicable to his office, in the place of John Thornely, Esq., who has resigned.

Given under our Seal of Office, this twentieth day of November, in the year one thousand eight hundred and seventy-three.



James Stansfeld,
President.

John Lambert, Secretary.

Civil Service Commission,
November 19, 1873.

THE Civil Service Commissioners, with the concurrence of the Lords Commissioners of Her Majesty's Treasury, hereby give notice, that the following clause has been added to the General Regulations respecting Open Competitive Examinations for situations in the Civil Service, dated the 8th April, 1872, and published in the London Gazette of the following day ; viz. :—

Engineer students in Her Majesty's Dock-

yards will not be eligible to compete unless they obtain the express consent of the Lords of the Admiralty to their presenting themselves as candidates.

NOTICE TO MARINERS.

(No. 119.)—CHINA SEA.

Sunken Danger between Great Natuna Island and Pulo Laut.

THE French Government has given notice of the existence of a sunken danger in the channel north of the Great Natuna Island, and on which the ship *Louise et Marguerite* lately touched.

The vessel at the time of striking drew 15 feet, and then obtained a sounding of 11 fathoms. Bearings were taken immediately after the vessel cleared the danger, when the rock lying $2\frac{1}{2}$ miles south of the S.E. point of Pulo Laut, bore North (westerly) and the south-west point of Pulo Laut N.N.W. $\frac{1}{4}$ W., which bearings place the danger approximately in lat. $4^{\circ} 34' 40''$ N., long. $107^{\circ} 39' 40''$ E.

[All bearings are magnetic. Variation $1\frac{1}{2}^{\circ}$ Easterly in 1873].

By command of their Lordships,

Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
15th November, 1873.

This Notice affects the following Admiralty Charts :—China Sea, No. 2650 a ; and Natuna Islands, No. 1348 : Also, China Sea Directory, Vol. II, page 51.

NOTICE TO MARINERS.

(No. 120.)—NEWFOUNDLAND—SOUTH-WEST COAST.

Fog Signal at Cape Ray.

THE Government of the Dominion has given notice, that a steam fog-whistle has been established at Cape Ray, at a distance of a quarter of a mile east of the lighthouse.

In thick weather, fogs, and snow storms, the whistle will be sounded for *ten seconds* in each minute, leaving an interval of *fifty seconds* between each blast.

In calm weather, or with the wind, the whistle will probably be heard at a distance of 10 to 15 miles, and in stormy weather, or against the wind, from 3 to 6 miles.

Position, lat. $47^{\circ} 37' N.$, long. $59^{\circ} 17' 45'' W.$

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
18th November, 1873.

This Notice affects the following Admiralty Charts :—Newfoundland, No. 232 a ; Knife Bay to Anguille Cape, No. 302 ; Gulf of St. Lawrence, No. 2516 ; St. John's to Halifax, No. 2666 ; and Cape Breton Island, No. 2727. Also, Newfoundland Lights List, No. 22.

NOTICE TO MARINERS.

(No. 121.)—NORWAY—WEST COAST.

Fixed and Flashing Light at Obrestadbrøekka.

THE Norwegian Government has given notice, that from the 1st December, 1873, a light will be exhibited from a lighthouse at Obrestadbrøekka, west coast of Norway.

The light is a *fixed and flashing white light*, showing a flash *every half minute*, elevated 109

feet above the level of the sea, and in clear weather should be seen from a distance of 16 miles.

The illuminating apparatus is of the third order.

The lighthouse, of grey stone, has the appearance of an ordinary dwelling-house, the light being exhibited from the gable end facing the sea.

N.B.—The light is obscured to the southward from a distance of about a mile from the land off the point near Haar.

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
18th November, 1873.

This Notice affects the following Admiralty Charts:—

* North Sea, Nos. 2339 and 2182 *b*; Norway Index Chart, No. 2303; and Naze to Karmø, No. 2281.

NOTICE TO MARINERS.

(No. 122.)—SOUTH AUSTRALIA—ST. VINCENT GULF.

Intended Alteration in Lights, Port Adelaide.

THE Colonial Government of South Australia has given notice, that the following alterations will be made in the lights connected with Port Adelaide.

Glenelg Jetty light, from the 1st January, 1874, will be changed from a fixed green light to a *fixed red light*.

Semaphore jetty light, from the same date, will be changed from a fixed red light to a *fixed green light*.

Port Adelaide light, early in 1874, will be changed from a fixed white light to a *revolving white light*.

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
18th April, 1873.

This Notice will affect the following Admiralty Charts:—Australia, No. 2759 *b*; St. Vincent and Spencer Gulfs. No. 2389; Australian Bight to Cape Jervis, No. 1061; and Port Adelaide, No. 1752: Also, Australian Lights Lists, Nos. 238, 237 and 236; and Australian Directory, Vol. I, 6th Edition, page 153.

NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, S.W., November 19, 1873.

NOTICE is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the slave and tonnage bounties awarded for the slave dhow "Tasmeen," captured on the 6th September, 1872, by Her Majesty's ship "Vulture."

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

Due notice will be given, by future advertisement in the London Gazette, of the date proposed

for the commencement of distribution; and at the same time, the amount of an individual's share in the respective classes will be announced.

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 Burham, in the county of Kent, and in the diocese of Rochester, one capital sum of one hundred and ninety-three pounds thirteen shillings and three-pence, to be applicable towards defraying the cost of providing a coach-house and stabling in connection with the parsonage or house of residence belonging to the said vicarage, according to plans and a specification approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Burham.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage or benefice of Saint James-the-Less, Liverpool, in the county of Lancaster, and in the diocese of Chester, and to his successors, Incumbents of the same vicarage or benefice, one yearly sum or stipend of two hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the twenty-first day of May, in the year one thousand eight hundred and seventy-three, 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 or benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant and convey to the Incumbent of the vicarage of Feniscowles, in the county of Lancaster, and in the diocese of Manchester, and to his successors, Incumbents of the same vicarage, all our estate and interest in the piece or parcel of land and hereditaments, with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us

(subject to certain reservations and conditions) under and by virtue of a certain deed of conveyance, bearing date the twenty-seventh day of August, in the year one thousand eight hundred and forty-six, and made between Sir William Fielden, of Feniscowles within Pleasington, in the said county of Lancaster, Baronet, of the one part, and the Ecclesiastical Commissioners for England of the other part, which said deed of conveyance is intended to be deposited in the Registry of the said diocese of Manchester immediately after the publication of these presents in the London Gazette, to have and to hold the said piece or parcel of land and hereditaments, with their appurtenances (subject to the reservations and conditions above referred to), to the use of the said Incumbent and his successors for ever.

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

(L.S.)

Schedule.

All that piece or parcel of land situate at or near a place called Molding Water, in the township of Livesey and parish of Blackburn, in the county of Lancaster, being part of a farm called Walk Mill, and of a close of land called Smithy-field, which said plot, piece, or parcel of land contains in length on such part of the south-easterly side thereof as adjoins the turnpike road leading from Blackburn to Preston five-and-a-half yards, on part of the north-easterly side thirteen yards, on other part of the south-easterly side thirty-one yards, on the remaining part of the north-easterly side forty-seven yards, on the north-westerly side and on the westerly side ninety-one yards, and on the remaining part of the south-easterly side twenty-five yards, and contains in the whole two thousand four hundred and twenty superficial square yards or thereabouts, more or less, which said plot, piece, or parcel of land is bounded on all sides thereof (except that which adjoins the said turnpike road) by the remainder of the said close, called Smithy-field, and is further delineated on the plan hereunto annexed, and is thereon coloured green.

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 Saint Edmund, Gateshead, in the county of Durham, and in the diocese of Durham, and to his successors, Incumbents of the same vicarage, all our estate and interest in the piece or parcel of land and hereditaments, with the appurtenances thereunto belonging, particularly described in the Schedule hereunto annexed, and now vested in us (subject to certain reservations and conditions) under and by virtue of a certain deed of conveyance, bearing date the twenty-second day of November, in the year one thousand eight hundred and sixty-six, and made between Sir Walter Charles James, of Betteshanger, in the county of Kent, Baronet, the Reverend Henry Byne Carr, Clerk, Rector of Whickham, in the county of Durham, and John Clayton, of the town and county of Newcastle-upon-Tyne, Esquire, of the first part, Dame Sarah Caroline James (wife of the said Sir Walter Charles James) of the second part, and the Ecclesiastical Commissioners for England of the third part, which said deed of conveyance is intended to be deposited in the Registry of the said diocese of Durham, immediately

after the publication of these presents in the London Gazette, to have and to hold the said piece or parcel of land and hereditaments with their appurtenances (subject to the reservations and conditions above referred to) to the use of the said Incumbent and his successors for ever.

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

(L.S.)

Schedule.

All that piece or parcel of land containing one acre or thereabouts situate in the consolidated chapelry of Saint Edmund, in the parish of Gateshead, in the county of Durham, being parcel of a field there, part of the Shipcote estate, and numbered 371 upon the ordnance map of the said parish, which said piece or parcel of land is bounded on the east by the Durham and Tyne Bridge Turnpike-road, on the south-west by a proposed new road intended to lead from the said turnpike-road to Shipcote-lane, and on the north and north-west by other parts of the said field, and is further delineated on the plan hereunto annexed, and thereon coloured green.

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, convey, assign, and confirm to the Incumbent of the vicarage of Bromyard, in the county of Hereford, and in the diocese of Hereford, and to his successors, Incumbents of the same vicarage, all our estate and interest in that piece or parcel of land and hereditaments, with the appurtenances thereunto belonging, which said piece or parcel of land and hereditaments are particularly described in the schedule hereunto annexed, and are now vested in us, our successors, and assigns for all the residue of a term of two thousand years (created by an indenture, dated the twenty-eighth day of April, one thousand eight hundred and twenty-seven), under and by virtue of a certain deed of conveyance, bearing date the nineteenth day of December, one thousand eight hundred and sixty-four, and made between Henry Morgan Vane, of 8, York-street, Saint James-square, in the city of Westminster, Esquire, the official trustee of Charity Lands constituted under the provisions of the Charitable Trusts Acts, of the first part, Edmund Higginson, of Saltmarsh Castle, in the said county of Hereford, Esquire, and John Freeman, of Gaines, in the same county, Esquire, of the second part, and the Ecclesiastical Commissioners for England of the third part, which said deed of conveyance is intended to be deposited in the Registry of the aforesaid diocese of Hereford immediately after the publication of these presents in the London Gazette, to have and to hold the said piece or parcel of land and hereditaments, with their appurtenances, to the use of the said Incumbent and his successors, for all the residue of the said term of two thousand years created by the said indenture of the twenty-eighth day of April, one thousand eight hundred and twenty-seven.

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

(L.S.)

Schedule.

All that piece or parcel of ground, situate in the town of Bromyard, in the county of Hereford,

in a place called the Palace Garden, bounded on the south-west by a street, there called the Back-street, on the west by the road or way leading from the said Back-street to the parish church of Bromyard, and on the other sides by a garden and land, formerly belonging to C. J. Luxmore, but now forming the kitchen garden of the vicarage of Bromyard, and which said piece or parcel of land is more particularly delineated on the plan hereunto annexed, and is thereon coloured red.

NOTICE is hereby given, that a separate building, named Jerusalem, situate at Llwynpia, in the parish of Ystradyfodwg, in the county of Glamorgan, in the district of Pontypridd, being a building certified according to law as a place of religious worship, was, on the 12th day of November, 1873, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 17th of November, 1873.
E. C. Spickett, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Mendham-lane Chapel, situate at Mendham-lane, in the parish of Mendham, in the county of Norfolk, in the district of Horne, being a building certified according to law as a place of religious worship, was, on the 13th day of November, 1873, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 15th of November, 1873.
Jno. L. Moore, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Trinity Chapel, situate at Frodsham, in the parish of Frodsham, in the county of Chester, in the district of Runcorn, being

a building certified according to law as a place of religious worship, was, on the 17th day of November, 1873, 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 Wesleyan Chapel, at Frodsham aforesaid, now disused.

Witness my hand this 18th of November, 1873.
H. Linaker, Superintendent Registrar.

NOTICE is hereby given, that application will be made by Samuel Chatwood, of the Lancashire Lock and Safe Works, Bolton, in the county of Lancaster, Manufacturer and Engineer, by petition to Her Majesty in Council, for a prolongation of the term of sole using and vending an invention of "improvements in iron safes and in locks for the same, which locks are also applicable to other purposes," granted by Letters Patent bearing date the 28th day of May, 1860, within the United Kingdom of Great Britain and Ireland, the Channel Islands, and Isle of Man; and notice is hereby given, that the said Petitioner intends to apply by counsel to the Judicial Committee of the Privy Council, on the 7th day of January, 1874, or if the said Judicial Committee shall not sit on that day, at the next sitting of the said Judicial Committee after that date, for a time to be fixed for hearing the matter of the said petition, and that on or before the said 7th day of January, 1874, notice must be given of any opposition intended to be made to the said petition, and any person intending to oppose the said application must lodge a caveat to that effect at the Council Office, on or before that date.—
Dated this 20th day of November, 1873.

Wilson, Bristow, and Carpmael, 1, Copt-hall-buildings, London, Solicitors for the above-named Petitioner.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 19th day of November, 1873.

ISSUE DEPARTMENT.

£				£			
Notes issued	...	...	34,132,400	Government Debt	...	...	11,015,100
				Other Securities	...	...	3,984,900
				Gold Coin and Bullion	...	...	19,132,400
				Silver Bullion	...	...	—
			£34,132,400				£34,132,400

Dated the 20th day of November, 1873.

F. May, Chief Cashier.

BANKING DEPARTMENT.

£				£			
Proprietors' Capital	...	...	14,553,000	Government Securities	...	...	12,103,582
Rest	...	...	3,185,898	Other Securities	...	...	19,376,960
Public Deposits (including Ex-				Notes	...	...	8,859,270
chequer, Savings Banks, Com-				Gold and Silver Coin	...	...	842,756
missioners of National Debt, and							
Dividend Accounts)	...	...	4,319,858				
Other Deposits	...	...	18,690,919				
Seven Day and other Bills	...	...	432,893				
			£41,182,568				£41,182,568

Dated the 20th day of November, 1873.

F. May, Chief Cashier.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 19th November, 1873.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces	Ounces.	Ounces.	Ounces.	Ounces.
German Confederation	5,985	1,500	7,485	600	27,900	28,500
Belgium	4,633	...	4,633	17,200	...	17,200
France	36,930	5,290	42,220	174,528	...	174,528
British India	3,541	...	3,541	...	...	...
United States of America	1,548	50	1,598	12,000	223,593	235,593
United States of Columbia	745	1,319	2,064	45,500	5,500	51,000
Brazil	306	2,350	2,656	9,600	...	9,600
Uruguay	17,750	...	17,750	...	...	...
Other Countries	2,660	739	3,399	26,960	12,190	39,150
...
Aggregate of the Importations } registered in the Week ... }	74,098	11,248	85,346	286,388	269,183	555,571
Declared Value of the said } Importations }	£ 296,228	£ 44,990	£ 341,218	£ 71,607	£ 67,068	£ 138,675

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.
Sweden	12,850	...	...	12,850	...	...	...
France ... ..	...	...	...	...	174,000	240,000	414,000
Spain ... ..	...	...	...	...	16,000	...	16,000
Egypt	2,000	...	...	2,000	...	9,100	9,100
United States of America	10,936	...	...	10,936	...	...	...
Other Countries	436	...	...	436	7,249	1,526	8,775
...	
...	
...	
...	
Aggregate of the Exportations } registered in the Week ... }	26,222	...	...	26,222	7,249	191,526	249,100
Declared Value of the said } Exportations }	£ 102,266	£ ...	£ ...	£ 102,266	£ 1,812	£ 47,886	£ 62,275	

Statistical Department, Custom House, London,
November 20, 1873.

S. SELDON,
Principal.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for
3700. 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 "improvements in looms for weaving,"—a communication to him from abroad by Edwin Oldfield, of Norwich, Connecticut, United States of America, Manufacturer,—was deposited and recorded in the Office of the Commissioners on the 13th day of November, 1873, 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
3737. 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 "improvements in machinery for finishing horseshoe-nails,"—a communication to him from abroad by "The National Horse Nail Company, "Incorporated," of Vergennes, Vermont, United States of America,—was deposited and recorded in the Office of the Commissioners on the 18th day of November, 1873, 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—

2343. To Francis Robert Hoghton, of No. 2, Onslow-villas, Richmond, in the county of Surrey, Surgeon Aurist, for the invention of "an improved instrument or appliance for treating and curing deafness and noises in the head."

On his petition, recorded in the Office of the Commissioners on the 7th day of July, 1873.

2810. To Benjamin Joseph Barnard Mills, of the firm of Harris and Mills, of 35, Southampton-buildings, in the county of Middlesex, Patent Agent, for the invention of "improvements in couplings for shaftings, and in hubs for wheels or pulleys."—A communication to him from abroad by John Charlton, of the city and county of Philadelphia, in the State of Pennsylvania, United States of America, Mechanician.

As set forth in his petition, recorded in the Office of the Commissioners on the 26th day of August, 1873.

2906. To George Leggett, of Portman-square, in the county of Middlesex, for the invention of "improvements in school furniture, parts of which improvements are applicable to doors, shutters, and like purposes."

On his petition, recorded in the Office of the Commissioners on the 4th day of September, 1873.

3301. To Henry Smith, of 29, Henrietta-street, Covent-garden, in the county of Middlesex, Electro Plater, for the invention of "improvements in carving forks."

On his petition, recorded in the Office of the Commissioners on the 11th day of October, 1873.

3395. To Charles Henry Wood, Auctioneer and Valuer, residing in Charles-street, Sheffield, in the county of York, for the invention of "improvements in obtaining motive power by the application of gunpowder and other similar explosives."

On his petition, recorded in the Office of the Commissioners on the 20th day of October, 1873.

3418. To William George Walker, of Sheffield, in the county of York, for the invention of "an improved spanner."

On his petition, recorded in the Office of the Commissioners on the 21st day of October, 1873.

3434. To William Chadburn, of Liverpool, in the county of Lancaster, Optician, for the invention of "improvements in apparatus for regulating the working of engines and for indicating the direction of revolution and speed of their driving shafts."

On his petition, recorded in the Office of the Commissioners on the 22nd day of October, 1873.

3485. To Thomas George Greenstreet, of 78, Camberwell New-road, in the county of Surrey, Surveyor, for the invention of "improvements in filtering slop and drawing off the water by apparatus, applicable to the ordinary slop-cart."

3489. And to Frank Wirth, of the firm of Wirth and Company, Patent Agency, at Frankfort on the Main, in the Empire of Germany, for the invention of "improved safety apparatus for preventing the wreck or foundering of ships or vessels."—A communication from Eugen Schaal, a person resident at Leichlingen, in the Empire of Germany.

On both their petitions, recorded in the Office

of the Commissioners on the 27th day of October, 1873.

3500. To William Henry Wilkinson, of the Pelican Works, Great Hampton-street, Birmingham, Electro Plate Manufacturer, for the invention of "improvements in nails and spikes."—A communication to him from abroad by Barak T. Nichols, of Roselle, in the county of Unwin, and State of New Jersey, one of the United States of America.

On his petition, recorded in the Office of the Commissioners on the 28th day of October, 1873.

3515. To Richard Boyman Boyman, of Park Hill, Clapham Park, Surrey, for the invention of "improvements in rotary engines for using steam or other expansive fluids."

On his petition, recorded in the Office of the Commissioners on the 29th day of October, 1873.

3526. To Charles Weightman Harrison, of No. 1, High Holborn, Gentleman, for the invention of "improvements in the manufacture of gas and in the apparatus employed therein."

On his petition, recorded in the Office of the Commissioners on the 30th day of October, 1873.

3558. To Robert Baillie, of Radnor House, Blackheath, in the county of Kent, Engineer, for the invention of "an improved method of heating locomotive or other engine boilers, and thereby generating steam without fuel carried on the locomotive."

On his petition, recorded in the Office of the Commissioners on the 1st day of November, 1873.

3594. To William Shelbourne Icely, of No. 10, Pleasant-row, Stepney Green, in the county of Middlesex, for the invention of "an improved opening knife for meat and other preserve tins."

On his petition, recorded in the Office of the Commissioners on the 5th day of November, 1873.

3607. To Matthew Augustus Soul, of No. 101, Leadenhall-street, in the city of London, Patent Agent, for the invention of "improvements in self-lighting gas apparatus."—A communication to him from abroad by Franz Korwan, a person resident at Mannheim, and Michael Flursheim, a person resident at Frankfort-on-the-Maine, both in Germany.

3609. To John Watson Ormiston, of Shotts, in the county of Lanark, North Britain, Manager of the Shotts Iron Company, for the invention of "improvements in the manufacture of pig-iron, specially adapted for conversion into steel."

3611. To Charles Julius Ball, of New Bridge-street, Blackfriars, in the city of London, for the invention of "improvements in supports for carrying engines used for boring holes in rocks or other hard substances."—A communication to him from abroad by Joseph François and Guillaume Dubois, both of Liège, in the Kingdom of Belgium.

3612. To John Charles Elliot, of Moulton, in the county of Northampton, Farmer, for the invention of "improved means or apparatus for 'roughening' horse shoes."

3615. To Antoine Ray, Grove House, Clapham-common, S.W., for the invention of "a new process for dyeing in different colours any raw-wavered stuff of two or more different textile materials."—A communication to him from abroad by Messrs. Corron & Vignat, Dyers, at Saint Etienne (Loire), France.

3617. To William George Schoof, of Clerkenwell, in the county of Middlesex, for the invention of "improvements in lever escapement mechanism."

3619. To James John Frederick Stevens, of Darlington Works, Southwark, in the county of Surrey, Railway Signal Manufacturer, for the invention of "an improved contact apparatus for electric indicators for railway signals."
3621. And to Lucy Warmington, of Bootle-cum-Linacre, in the county of Lancaster, for the invention of "an improved article of wearing apparel for children, combining booterkins, gaiters, and drawers, and gaiters and drawers." On their several petitions, recorded in the Office of the Commissioners on the 6th day of November, 1873.
3624. To John Douglas the younger, of Stranraer, in the county of Wigton, North Britain, Millwright, for the invention of "improvements in breaking or disintegrating peas, beans, Indian corn, and similar produce, and in the machinery or apparatus employed therefor."
3625. To Henry Riviere, of 63, Westbourne Park, Villas, Bayswater, in the county of Middlesex, for the invention of "improvements in machinery for manufacturing small articles in wire."
3626. To Richard Smith Casson, of Round Oak Works, Brierley Hill, in the county of Stafford, Manager of Iron Works, for the invention of "improvements in puddling furnaces used in the manufacture of iron and steel."
3627. To Morris Samuel, of Holborn, in the county of Middlesex, for the invention of "improvements in the construction of furniture applicable to couches, bedsteads, chairs, ottomans, and other articles of furniture."
3628. To Francis Dixon Nuttall, of St. Helen's, in the county of Lancaster, Glass Bottle Manufacturer, for the invention of "an improved arrangement of gas box and reversing gear, applicable to Siemen's regenerative gas furnaces."
3629. To Thomas Smith, of Longside-lane, Thornton-road, Bradford, in the county of York, for the invention of "improved apparatus for facilitating the making of skep and other baskets."
3632. To Alexander Colvin Fraser, of New Barnet, in the county of Herts, Engineer, and William Watson, of Great Ayton, near Northallerton, in the county of York, Chemist, for the invention of "improvements in treating and utilizing sewage."
3633. To Ulysses De Lungo, of Cannon-street, in the city of London, Merchant, for the invention of "improvements in the manufacture of soap."—A communication to him from abroad by Gaetano Tardani, of Rome, in the Kingdom of Italy.
3634. And to Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for the invention of "improvements applicable to embroidery machines."—A communication to him from abroad by Victor Adolphe Deshayes, of Paris, in the Republic of France. On their several petitions, recorded in the Office of the Commissioners on the 7th day of November, 1873.
3635. To Christopher James Little, of No. 11, Chichester-street, Paddington, in the county of Middlesex, Engineer, for the invention of "improvements in ordnance and projectiles to be used therewith."
3636. To Frederick Arthur Darlington, of St. Helen's-place, Gas Engineer, and Frederick Scott, of Portland-place, Engineer, both in the county of Middlesex, for the invention of "improvements in machinery for charging and discharging gas retorts."
3637. To James Grafton Jones, of No. 21, Gloucester-terrace, Amherst-road, in the county of Middlesex, Engineer, for the invention of "improvements in apparatus for cutting coal and other minerals."
3639. To Richard Boyell, of Birmingham, in the county of Warwick, Engineer, for the invention of "improvements in apparatus for regulating and controlling the flow of liquids."
3641. To Thomas Peacock, of Wood Green, in the county of Middlesex, Gentleman, and John Chapman Peacock, of Finsbury-park-road, in the same county, Gentleman, for the invention of "improvements in gas cooking apparatus."
3644. To Shadrach Williams, of Birmingham, in the county of Warwick, Iron Founder, for the invention of "improvements in the manufacture of charcoal box irons, and in fastenings for the lids or covers of charcoal box irons."
3645. To Benjamin William Rogers, of Tipton, in the county of Stafford, Machinist, for the invention of "improvements in machinery for the manufacture of screws."
3647. To James Joseph Hicks, of Hatton-gardens, in the county of Middlesex, for the invention of "improvements in solar radiation thermometers."
3648. To John Bullough, of Accrington, in the county of Lancaster, Machinist, for the invention of "improvements in machinery for sizing and beaming yarn."
3649. To Joseph Hyde and John Hyde, of Seend, near Melksham, in the county of Wilts, Engineers, for the invention of "an improved stone crusher."
3650. To Daniel Spill, of High-street, Homerton, in the county of Middlesex, Manufacturer, for the invention of "improvements in machinery or apparatus for propelling tramway cars and other vehicles on rails, tramways, or common roads."
3651. And to Alphonse Lafargue, of 12, Queen Victoria-street, in the city of London, Engineer, for the invention of "improvements in differential engine counters." On their several petitions, recorded in the Office of the Commissioners on the 8th day of November, 1873.
3653. To Meshach Hopkins, of Camden-grove North, Peckham, in the county of Surrey, for the invention of "improvements in the construction of sewing machines."
3654. To John Young, of Kelly, in the county of Renfrew, North Britain, for the invention of "improvements in the manufacture of muriatic acid."
3655. To Walter Weldon, of Abbey Lodge, Merton, in the county of Surrey, for the invention of "improvements in the manufacture of paper pulp."
3656. To Walter Pitcher, of 15, Park-street, in the parish of Saint Pancras, in the county of Middlesex, Ornamental Hair Manufacturer, for the invention of "improvements in craping hair and other fibrous materials, and in the machinery employed therein."
3657. To Peter Jensen, of 89, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "improved machinery for reducing woven, woollen, and other rags, in order to fit them for being reconverted into material for fabrics."—A communication to him from abroad by Hans Waldemar Jespersen, of Copenhagen, in the Kingdom of Denmark.

3658. To Thaddeus Hyatt, of Gloucester-gardens, Hyde Park, in the county of Middlesex, for the invention of "improvements in the construction of buildings and building materials with reference to fire-proofing the same, and with reference to securing light and ventilation."
3659. To William Andrew Comber, of Leeds, in the county of York, Engineer, for the invention of "improvements in spanners or wrenches."
3660. To William Rainforth senior and William Rainforth junior, of Brayford Head, Lincoln, in the county of Lincoln, Wire Workers and Weavers, for the invention of "improvements in the construction and arrangement of combined manure and seed drills."
3661. And to Henry Jubber, of 1, Clanricardegardens, Kensington, in the county of Middlesex, for the invention of "improvements in door fasteners."
- On their several petitions, recorded in the Office of the Commissioners on the 10th day of November, 1873.
3663. To James George Ingram, of Wilmergardens, Hoxton, in the county of Middlesex, India Rubber Manufacturer, for the invention of "improvements in the manufacture of flexible metal piping and tubing."
3665. To David Rowan, of the city of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "a new or improved excavator."
3666. To Joseph Toussaint, of No. 64, Larchesstreet, Sparkbrook, Birmingham, in the county of Warwick, for the invention of "improvements in the construction and arrangements of moulds or cores for casting iron tubes and pipes and other analogous articles."
3667. To William Pearson, of Birmingham, in the county of Warwick, Metal Smith, for the invention of "new or improved apparatus for economising and utilising fuel in ordinary fire-grates or places."
3668. To Jonas Tatham, of Glasgow, in the county of Lanark, North Britain, Machinist, for the invention of "improvements in apparatus for feeding wool, cotton, or other fibrous materials to carding or other machines."
3671. To Harry William Huckvale, of Over Norton, in the county of Oxford, Farmer, for the invention of "improvements in railway switches."
3672. To William Deighton, of Workington, in the county of Cumberland, Designer, Draughtsman, and Roll Turner, for the invention of "improvements in the arrangement and mode of working of apparatus for the manufacture of Bessemer steel."
3673. To Thomas Green and William Burrows, both of Smithfield Iron Works, Leeds, in the county of York, for the invention of "improvements in lawn mowers."
3674. To William Edwin Heys, of Manchester, in the county of Lancaster, Accountant, for the invention of "improvements applicable to cupolas and blast furnaces or other furnaces used for similar purposes."
3677. And to William Morgan-Brown, of the firm of Brandon and Morgan-Brown, Engineers and Patent Agents, of 38, Southampton-buildings, London, and 13, Rue Gaillon, Paris, for the invention of "improvements in paper bags and in the machinery for their manufacture."—A communication to him from abroad by Luther Childs Crowell, of Boston, Massachusetts, United States of America.
- On their several petitions, recorded in the Office

of the Commissioners on the 11th day of November, 1873.

3678. To John Leigh, Civil Engineer, of Buckland, in the county of Kent, for the invention of "improvements in combustion chambers, applicable to any furnace, and in supplying fuel to ordinary furnaces and boilers."
3679. To Henry Sutcliffe and Wright Sutcliffe, Sanitary Engineers, of Halifax, in the county of York, for the invention of "a new and improved safety syphon valve tap, and connections for the same, part of which improvement is applicable to lubricators."
3680. To Alfred Weed, of 38, Southampton-buildings, Chancery-lane, London, Engineer, for the invention of "improvements in machines for cutting files."
3681. To Albert Fry, of the city of Bristol, Mechanical Engineer, for the invention of "improvements in railway couplings."
3682. To William Hamer, of Northwich, in the county of Chester, Salt Manufacturer, for the invention of "improvements in the manufacture of salt, and in apparatus therefor."
3683. To Charles Collins, of Sherborne-lane, in the city of London, for the invention of "improvements in boxes or receptacles for holding matches."
3685. To Charles Edkins, Button Manufacturer, Thomas Greaves, Jeweller, and James Newman, Jeweller, all of Birmingham, in the county of Warwick, for the invention of certain improvements in the construction of sleeve links, solitaires, and other looping or connecting articles of jewellery."
3686. To George Coates, of Rawtenstall, in the county of Lancaster, Manufacturer, for the invention of "improvements in apparatus for damping and preparing warps."
3687. And to Thomas Russell Crampton, of No. 4, Victoria-street, in the city of Westminster, for the invention of "improvements in the manufacture of iron and steel, and in the construction and lining of revolving furnaces and in apparatus connected therewith."

On their several petitions, recorded in the Office of the Commissioners on the 12th day of November, 1873.

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 Vict., c. 5, sec. 2, for the week ending the 15th day of November, 1873.

2950. Bristow Hunt, of No. 1, Serle-street, Lincoln's-inn, in the county of Middlesex, Gentleman, for an invention of "improvements in the means or method of securing or locking screw bolts and nuts."—Communicated to him from abroad by Robinson Rutter, of Vallejo, Solano County, California, Civil Engineer.—Dated 9th November, 1870.
2951. William Robert Lake, of the firm of Haseltine, Lake, & Co., Southampton-buildings, London, Patent Agents, for an invention of "improvements in apparatus for effecting and regulating the supply of the deodorizing material in earth closets."—Communicated to him from abroad by William R. C. Clark, of Chicago, Illinois, and James E. Aiken, of New Orleans, Louisiana, both in the United States of America.—Dated 9th November, 1870.

2958. William Henry Gittins, of Liverpool, in the county of Lancaster, for an invention of "a portable apparatus for turning, airing, and screening wheat and other grain, which machine is particularly applicable for the removal of dust and weevils."—Dated 10th November, 1870.
2959. Edward Primerose Howard Vaughan, of 54, Chancery-lane, in the county of Middlesex, Patent Agent, for an invention of "improvements in the construction of, and in the methods of working, gas engines."—Communicated to him from abroad by Lars Albert Leonard Söderström and George Alexander Dick, both residing at Paris, in the Empire of France.—Dated 10th November, 1870.
2960. Thomas George Webb, of Manchester, in the county of Lancaster, Glass Manufacturer, for an invention of "improvements in apparatus for the manufacture of articles of pressed glass."—Dated 10th November, 1870.
2964. 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 steam machine for agricultural work and land transport of every kind."—Communicated to him from abroad by Jean Baptist Honoré Petitpierre, of Mohun (Ardennes), France, Contractor.—Dated 11th November, 1870.
2966. Edward Bolton, of Warrington, in the county of Lancaster, for an invention of "improvements in the construction of crucibles or pots used in the manufacture of glass and other materials."—Dated 11th November, 1870.
2968. Thomas Hart, Cotton Spinner, of Blackburn, in the county of Lancaster, for an invention of "improvements in self-acting mules."—Dated 11th November, 1870.
2970. Stephen Tuddenham and Alexander Robert Eyre, of Lower Marsh, Lambeth, in the county of Surrey, for an invention of "improvements in the production of ornamental work in glass, combined or not with metals, porcelain, and other like substances."—Dated 11th November, 1870.
2975. Auguste Ferdinand de Hemptinne, of Brussels, in the Province of Brabant, Chemist, for an invention of "improvements in the construction of apparatus for concentrating sulphuric acid."—Dated 12th November, 1870.
2976. Miles Williams and John Lamb, both of Wigan, in the county of Lancaster, Oil Refiners, for an invention of "improved compound lubricating oils."—Dated 12th November, 1870.
2978. Isaac Jacobs, of the city of New York, in the United States of America, but at present residing at Birmingham, in the county of Warwick, Merchant, for an invention of "improvements in penholders and pens."—Dated 12th November, 1870.
2980. Charles Golden, of Bradford, in the county of York, Gun Maker, for an invention of "improvements in breech-loading guns."—Dated 14th November, 1870.
2981. Richard Hill, Albert Thomas Ward, Wire Manufacturers, and Carl Friedrich Claus, Chemist, all of Middlesborough-on-Tees, in the county of York, for an invention of "improvements in the manufacture of wire, which improvements are also applicable in the manufacture of other metallic articles in the production of which the process of annealing forms a part."—Dated 14th November, 1870.
2982. William Thomas Tongue, of Wolverhampton, in the county of Stafford, Factor, for an invention of "improvements in lamps for the roofs of railway carriages, and other purposes."—Dated 14th November, 1870.
2986. James Davidson, of Ludenham, in the county of Kent, Millwright, for an invention of "improved machinery or apparatus for the manufacture of gunpowder."—Dated 14th November, 1870.
2993. Thomas Hitchcock, of Stamford, in the county of Lincoln, for an invention of "improvements in apparatus for producing motive power."—Dated 15th November, 1870.

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 15th day of November, 1873.

2917. Edward Knowles Heaps, of Leeds, in the county of York, Ironmonger, for an invention of "improvements in cooking ranges."—Dated 9th November, 1866.

2920. Solomon William Woodroffe, of Costock, in the county of Nottingham, Farmer, for an invention of "improvements in the construction of privies, dust-holes, commodes, water closets, ash pits, and tank covers, and for other similar purposes."—Dated 9th November, 1866.

2923. William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improvements in pocket knives."—Communicated to him from abroad by William Sausser, of Hannibal, in the State of Missouri, United States of America.—Dated 9th November, 1866.

2924. William Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, for an invention of "improvements in treating vegetable substances, chiefly applicable to the manufacture of paper pulp and fibres."—Communicated to him from abroad by Benjamin Chew Tilghman, of Philadelphia, Pennsylvania, United States of America.—Dated 9th November, 1866.

2926. Henri Adrien Bonneville, of the British and Foreign Patent Offices, 38, Porchester-terrace, Bayswater, in the county of Middlesex, Patent Agent, for an invention of "an improved manure obtained by an improved process of purifying foul waters."—It is a communication from Jules Houzeau and Eugène Devedeix, both resident at 72, Boulevard Sébastopol, Paris, in the Empire of France, Manufacturers.—Dated 10th November, 1866.

2941. Robert Lakin, of the city of Manchester, Machinist, and John Wain, of the same place, Mechanic, for an invention of "improvements in machines for spinning and doubling cotton and other fibrous materials."—Dated 10th November, 1866.

2948. George Crawshay, of the firm of Hawks, Crawshay, and Sons, Iron Works, Gateshead-on-Tyne, in the county of Durham, and John Thomas, of Newcastle-on-Tyne, in the county of Northumberland, for an invention of "improvements in refining pig or cast iron, for puddling into wrought or malleable iron."—Dated 10th November, 1866.

2957. George Crawshay, of the firm of Hawks, Crawshay, and Sons, Iron Works, Gateshead-on-Tyne, in the county of Durham, and John Thomas, of Newcastle-on-Tyne, in the county of Northumberland, for an invention of "improvement in the treatment of titaniferous iron ores,

and in extrating iron therefrom, also for utilising the scoria produced."—Dated 12th November, 1866.

2959. John Richard Cadman, of the firm of John Drew, of Christopher-street, Hatton Garden, in the county of Middlesex, Cabinet Joiner, for an invention of "improved means of forming joints between sashes, doors, drawers, and other structures, and the frames in which they move or are fitted."—Dated 12th November, 1866.

2960. Abdiel Hawkins, of No. 65, Hatton Garden, in the county of Middlesex, for an invention of "improvements in sculpturing or forming ornamental and other devices, on and in marble, stone, and other substances."—Dated 12th November, 1866.

2986. Thomas Page, of the Adelphi, in the county of Middlesex, Civil Engineer, for an invention of "improvements in locomotive engines and their permanent ways, applicable for steep gradients and alpine locomotion."—Dated 14th November, 1866.

2990. William Robert Lake, of the "International Patent Office," No. 8, Southampton-buildings, Chancery-lane, in the county of Middlesex, Consulting Engineer, for an invention of "improvements in looms for weaving."—Communicated to him from abroad by George Crompton, of Worcester, Massachusetts, United States of America.—Dated 15th November, 1866.

2995. John Nichols, of Pendleton, near Manchester, in the county of Lancaster, for an invention of "improvements in machinery for winding yarns."—Dated 15th November, 1866.

In Parliament.—Session 1874.

Thames Valley Drainage Amendment Act.

(Extension of time for making first Order; Power to supply vacancies among first Commissioners; Power to make Supplementary Estimate; Provision as to Assessments and Rates; Application of Rates and Borrowed Money; Extension of Act to certain Parishes; Reference of Questions to Inclosure Commissioners; Plans; Notices; Amendment of Acts.)

NOTICE is hereby given, that it is intended to make application to Parliament in the next ensuing session thereof for leave to bring in a Bill to obtain the following among other powers:

To enable the Thames Valley Drainage Commissioners, in this notice called "The Commissioners," to make their first order, declaring the limits of their jurisdiction within such time as shall be limited in the intended Act, or within such extended time as the Inclosure Commissioners may from time to time allow for the purpose.

To enable the Commissioners to fill up vacancies among the first Commissioners, and to reinstate the names of such as have become disqualified, or to substitute new Commissioners in the place of any of them.

To enable the Commissioners to make an amended or supplementary estimate or estimates of or otherwise to ascertain the amount or probable amount of the expenses intended to be provided for by the first assessment and first rate in the Thames Valley Drainage Act, 1871 (in this Notice called the Act of 1871) mentioned, and to make the first assessment and levy the first rate upon such amended or supplementary estimate or estimates, and upon such person or persons and in such manner as in the said intended Act may be contained, and to provide for the application of the moneys to be raised by the first or other rate or

rates, whether general or special, to and for the several purposes and objects which may be defined by the said intended Act.

To provide for the application of moneys to be from time to time borrowed by the Commissioners or District Boards upon the security of the rates by the Act of 1871 and the said intended Act authorised, and of all rates raised or to be raised by the Commissioners or District Boards to such purposes and in such manner as may be provided by the said intended Act.

To extend the limits of the Act of 1871 to lands within the following parishes, townships, or places, or some of them, that is to say: Wood Eaton, in the county of Oxford, and Wootton, in the county of Berks.

To authorise the Commissioners or District Boards to refer any question as to the mode of making any assessment or levying any rate authorised by the Act of 1871, or the said intended Act, or as to the incidence of any such assessment or rate to the Inclosure Commissioners, and to provide for the settlement of such question by the Inclosure Commissioners in such manner as may be provided by the said intended Act.

To provide that any plans or copies of plans, which may be made by or by order of the Commissioners or District Boards should be admissible in evidence, whether annexed or not annexed to any assessment made or to be made by the Commissioners or District Boards in such manner, to such extent, and subject to such conditions and restrictions as may be provided by the said intended Act.

To enable the Commissioners to send or deliver extracts of any assessment so far as such assessment relates to the person in respect of whom such assessment is made instead of a copy of such assessment in certain cases provided for by the Act of 1871.

To vary and extinguish all rights and privileges which may interfere with any of the objects and purposes aforesaid, or with the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or if need be to repeal, so far as is necessary, all or some of the powers and provisions of the following local and personal Acts of Parliament, that is to say: "The Thames Valley Drainage Act, 1871" (34 and 35 Vict., cap. 158), or any other Act or Acts incorporated in whole or in part in the said last-mentioned Act or relating to the Thames Valley Drainage Commissioners.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 11th day of November, 1873.

Robert S. Hawkins, Oxford, Solicitor.

Cope, Rose, and Pearson, 26, Great George-street, Westminster.

In Parliament.—Session 1874.

Birmingham (Corporation) Tramways.

(Provisional Order for Extension of Time and Revival of Powers for the Construction of the authorised Tramways and Works.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1873, by the Mayor, Aldermen, and Burgesses of the Borough of Birmingham, in the county of Warwick, for a Provisional Order, under the Tramways Act, 1870, to extend the time for the commencement, construction, and completion of the tramways and works (or some of them

authorised by "The Birmingham (Corporation) Tramways Order, 1872," confirmed by "The Tramways Orders Confirmation Act, 1872, (No. 3)," and to revive and extend such of the powers conferred by that Order and Act as shall have expired.

The draft of the proposed Order will be deposited at the Office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished (at the price of One Shilling for each copy) to all persons applying for the same, at the offices of Edwin John Hayes, Town Clerk, Birmingham, or of Sharpe, Parkers, Pritchard, and Sharpe, 41, Bedford Row, London, Parliamentary Agents, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 29th day of November, 1873, at the Office of the Board of Trade, with the Clerk of the Peace for the Borough of Birmingham, at his office in Birmingham, with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-on-Avon, with the Town Clerk of the Borough of Birmingham, at his office at Birmingham, and with the clerks of the several parishes of Birmingham, Edgbaston, and Aston, at their respective residences.

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, 1874.

Dated this 13th day of November, 1873.

Edwin John Hayes, Town Clerk, Birmingham.

Sharpe, Parkers, Pritchard, and Sharpe, 41, Bedford Row, London, Parliamentary Agents.

n Parliament.—Session 1874.

Birkenhead, Chester, and North Wales Railway Company, and Wrexham, Mold, and Connah's Quay Railway Company.

(Additional Capital Powers; Application of Capital by confirmation of Agreements between, and further Powers to, the Birkenhead, Chester, and North Wales Railway Company, and the Wrexham, Mold, and Connah's Quay Railway Company; Working and other Arrangements between those Companies; Sale or Lease of Undertaking of the last-named Company; Appointment of Joint Committee; 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 Birkenhead, Chester, and North Wales Railway Company (hereinafter called the Birkenhead Company), and by the Wrexham, Mold, and Connah's Quay Railway Company (hereinafter called the Wrexham Company), or one of them, for leave to bring in a Bill, and to pass an Act for the following or some of the following purposes:—

To enable the Wrexham Company and the Birkenhead Company, or one of them, to raise additional capital by the creation and issue of new shares or stock, with or without preference or priority in the payment of dividends or interest, and to borrow on mortgage or bond, or by

the creation and issue of debenture stock, or otherwise, as may be defined by the Bill.

To authorize the Wrexham Company and the Birkenhead Company, or either of them, to apply the funds and moneys to arise from the creation and issue of any such new shares or stock, or by borrowing as aforesaid, or any part thereof, to the enlargement and improvement of the undertaking of the Wrexham Company, and to attach to the whole or any part of the money so to be raised any preference or other advantage over the present capital and stock of the Wrexham Company, whether preferential or otherwise, which the Bill may define, and to enable the Birkenhead Company to subscribe to and hold stock in the Wrexham Company to an amount to be defined by the Bill, and to guarantee the payment of interest upon such shares or stock, and to apply their corporate funds for those purposes.

To enable the Wrexham Company on the one hand and the Birkenhead Company on the other hand from time to time to enter into any agreement or agreements with respect to the working, use, management, and maintenance of the said undertaking of the Wrexham Company or any part or parts thereof; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereof; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, and the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the dividends and appropriation of the revenue arising from that traffic; and with respect to the sale or lease by the Wrexham Company, and the purchase or acceptance of such lease by the Birkenhead Company of the undertaking of the Wrexham Company at such price, rent, or other payments, and upon such terms and conditions and with such restrictions as may be agreed upon or may be specified or defined in the said Bill.

To authorize the appointment of a joint committee for carrying into effect any such agreement or agreements as aforesaid.

To confirm and give effect to any agreement or agreements which may have already been, or may hereafter be, entered into between the Wrexham Company and the Birkenhead Company for all or any of the before-mentioned purposes.

So far as it may be necessary, for all or any of the objects and purposes of the intended Act or Acts, the following local or personal Acts will be altered, varied, or repealed, that is to say, the 25 and 26 Vict., cap. 221; 23 and 24 Vict., cap. 89; 36 and 37 Vict., cap. 232, and all other Acts relating to, or in anywise affecting the Wrexham Company or the Buckley Railway Company, and the 36 and 37 Vict., cap. 261, relating to the Birkenhead Company.

And notice is hereby also given that printed copies of the intended Bill will, on or before the 20th day of December, 1873, be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November, 1873.

Ashurst, Morris, and Co.,
6, Old Jewry, E.C., and
22, Abingdon Street,
Westminster, S.W. } Solicitors for
and } the Bill.
Evan Morris, Wrexham, }

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

In Parliament.—Session 1874.

Ulverston Local Board.

(Sale of Undertaking and Transfer of Powers of Ulverston Gas Company to the Local Board; Dissolution of that Company; Additional Gas Works; Sale of Undertaking and Transfer of Powers of Ulverston Water Company to the Local Board and the Corporation of Barrow-in-Furness distributively; Partial Resale by Local Board; Dissolution of Water Company; Supply of Water by Barrow Corporation to Local Board, and Construction of Works for same; Confirmation of Agreements; Supply of Gas and Water by Local Board; Erection of Market House; Tolls and Rates; Bye-laws; Works of Sewage; Compulsory Purchase of Land for same; Powers to Local Board and Barrow Corporation respectively to Borrow Money; Creation of Annuities; Power to Barrow Corporation to apply existing Funds; Power to lay out, sell, and lease Town Lands for Building and other purposes; Paving, widening, altering, and improving Streets and Roads; Incorporation, Repeal, and Amendment of Acts; and other purposes.)

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

To authorise the sale and transfer by "The Ulverston Gas Company" (hereinafter referred to as the Gas Company) to the Local Board of the township of Ulverston, in the county of Lancaster (hereinafter referred to as the Local Board), and the acquisition and purchase by the Local Board, as from the 30th day of June, 1873, or some other date, of the undertaking, gasworks, lands, and buildings, mains, pipes, machinery, apparatus, plants, tools, implements, real, leasehold, and personal estate and effects, works, matters, and things, powers, rights, privileges, or authorities whatsoever of the Gas Company, or which the Gas Company are or were at the date aforesaid entitled to have, exercise, or enjoy, upon and subject to such terms and conditions, and in consideration of such annual or other payments as may have been or may be agreed, and as may be prescribed by the intended Act, so as effectually to vest in the Local Board all the undertaking, properties, rights, powers, privileges, and authorities of the Gas Company (as from the date aforesaid), including their powers with reference to the erection and maintenance of works, the manufacture and supply of gas, and of the residual products resulting from the manufacture of gas, the levying and recovery of rates and charges and otherwise, and so as to give effect to, and, if thought fit, to confirm a certain provisional agreement made the 7th day of October, 1873, between the Gas Company of the one part, and the Local Board of the other part, with reference to the matters aforesaid, and to provide for the dissolution of the Gas Company, and the winding up of the affairs of that Company.

To authorise the Local Board to continue and maintain and to use the gasworks to be so transferred to them, and to erect, maintain, alter, renew, and use additional gasworks, with all necessary buildings, gasometers, retorts, machinery, apparatus, and conveniences upon the piece of land hereinafter mentioned and described, or some or one of them, or some part thereof (that is to say):—

A piece of land situate at Sandside, in the township and parish of Ulverston, in the county of Lancaster, belonging to and occupied by the Ulverston Brick Company (Limited), not exceeding in the whole three statute acres, which land is situated to the

south of the Lund-road, and is bounded on the north-east and north-west by other land of the said Brick Company, on the south-east by land of Mr. Arthur Brogden, and on the south-west by the Lund-road.

And also to purchase, by agreement, and to hold the last-mentioned lands and other lands and houses, and to take the same by agreement on lease, and to sell, let, or lease any lands acquired by the Local Board, and not required for the purposes of their gas undertaking. And also to continue and maintain gas works, and to manufacture and supply gas for lighting the public and other streets, thoroughfares, passages, places, and buildings in the district, and in other places to which the powers of the Gas Company extend, and to sell and supply gas to the owners and occupiers of property in the said district and other places.

To authorise the Local Board to convert, manufacture, sell, and dispose of coke, coal, tar, and other residual products arising from the manufacture of gas.

To authorise and provide for the sale and transfer by the Ulverston Water Company (hereinafter called the Water Company) and any mesne purchasers from the Water Company, as from the 1st day of July, 1873, or some other date, of the waterworks, lands, buildings, mains, pipes, reservoirs, machinery, apparatus, plant, tools, implements; real, leasehold, and personal estates and effects, works, matters, and things powers, rights, and privileges whatsoever of the Water Company; as to part thereof to the Mayor, Aldermen, and Burgesses of the borough of Barrow-in-Furness (hereinafter called the Corporation); and as to the residue thereof, to the Local Board, and the acquisition by the Corporation and the Local Board respectively, of the respective subject matters to be so sold to them as aforesaid, and subject to such terms and conditions and in consideration of such annual or other payments as may have been or may be agreed upon, or as may be prescribed by the intended Act, and so as effectually to vest in the Corporation and the Local Board respectively the respective subjects purchased by them of the Water Company; including distributively the powers of the Water Company with reference to the construction, maintenance, and extension of works, the acquisition of lands, the raising of money, the levying and recovering of rates and charges and otherwise, and to provide for the dissolution of the Water Company and the winding up of the affairs of that Company.

To provide for the delivery and supply by the Corporation to the Local Board from the waterworks of the Corporation, authorised by the Barrow-in-Furness Corporation Act, 1873, of fixed daily quantities of water, gratis, and of other fixed daily quantities at a fixed or other rate of payment for the same, and according to terms agreed between the Corporation and the Local Board, and for the laying down, executing, and maintaining by the Corporation of all necessary works, gauges, and conveniences for effecting such delivery and supply into the existing works of the Water Company; and for preventing the impounding and collecting by the Corporation of any of the waters included within the last mentioned Act until completion of the reservoir thereby authorised, and for enabling the Local Board to recover from the Corporation sums of money to be prescribed by the intended Act, as liquidated damages for failure by the Corporation of the said quantities of water, and for prohibiting the supply of water by the Corporation to any others or other than the Local Board, within

the limits of "The Ulverston Waterworks Act, 1852."

To confirm and give effect to an agreement dated the 11th day of November, 1873, made between the Corporation of the first part, Sir James Ramsden and Henry William Schneider of the second part, and the Local Board of the third part, for or relating to the objects in the two last preceding paragraphs defined, and other purposes incidental thereto.

To authorise the Local Board to sell and dispose of any of such parts of the undertaking, properties, and effects of the Water Company, to be purchased by the Local Board, as they may find or consider to be superfluous or unnecessary for the purposes of the Local Board. And also to sell and release to the Corporation or otherwise dispose of either in perpetuity or for a limited time, for a consideration in money or otherwise, any portion of the quantities of water aforesaid. And also to convey and assure to the respective purchasers all the respective subject matters so sold, released, or disposed of and to give effectual discharges for the considerations for the same, and to make provision for application of such considerations.

To authorise the Local Board to lay down and maintain gas and water mains, pipes, culverts, meters, fittings, and other works, in, through, under, over, or across, and for all or any of the purposes of the intended Act, to cross, break up, alter, or divert, or stop up, either temporarily or permanently, with or without previous notice, roads, highways, footpaths, bridges, railways, tramways, sewers, drains, streams, brooks, water-courses, and pipes; to remove and alter telegraph posts and wires within the district of the Local Board, and in the parishes, townships, extra-parochial, and other places within which the Local Board will by means of the intended Act be authorised to supply gas and water respectively, and to lay down, place, and maintain therein, mains, pipes, lamps, pillars, and posts, and to manufacture, purchase, or hire, and to supply, sell, and let gas meters, fittings, and gas apparatus, and to hold and acquire patent and other rights or licences to use patent rights in relation to the manufacture and distribution of gas and the utilization of the residual products.

To define the limits within which the Local Board may sell and supply gas and water.

To enable the Local Board by agreement to purchase or take on lease and to hold any lands and any easements or rights in, over, or affecting lands situate in the township of Ulverston aforesaid, for the purpose of erecting and maintaining and to erect and maintain thereon a market house and other buildings, offices, and conveniences as the Local Board may deem requisite or proper in connection therewith, and to make all necessary approaches thereto, and to execute all needful works for the paving, sewerage, and drainage thereof respectively, and to enable the Local Board, from time to time, to sell, or let on lease, or otherwise appropriate, use, or dispose of such of the said land and buildings as may not be required, or may not be immediately required for any of the purposes aforesaid, and to make provision for the maintenance, management, appropriation, and use of all or any such land or buildings as may be acquired or erected by them.

To authorise the Local Board to levy tolls, rates, rents, stallages, and charges with respect to the said market house, and with respect to markets and fairs, and to confer and vary exemptions from payment of tolls, rates, rents, stallages, and charges, and to confer and vary other rights and privileges of taking and receiving tolls, rates, rents, stallages, and charges.

To authorise the local board from time to time to let for any periods the said market house, markets, and fairs, and any stall, standing, shop, bench, site, or other convenience or accommodation in the said market house, markets, or fairs, and the whole or any part of the tolls, rates, rents, stallages, and charges to be receivable in respect of the said market house, markets, and fairs.

To authorise the Local Board to make and from time to time to make and alter bye-laws and regulations respecting the use of the said market house, markets, and fairs, and the sale and disposition of animals and goods, and the conduct of persons in charge thereof, and for the weighing and measuring of goods by the Local Board, or by persons licensed by them for preventing the use of false weights and measures, and the sale or possession of unwholesome meat and food, and the bringing of diseased animals into the township and hamlet, and for preventing persons ill-treating animals, and all such other bye-laws and regulations as may be expedient for the regulation of the said market house, markets, and fairs, and of persons frequenting the same, and to enable the Local Board to impose and enforce penalties for the breach or non-observance of any such bye-laws or regulations, and to make such other provisions with reference to the matters aforesaid, or any of them, as the Bill may provide, and to prevent the holding of any unauthorised or abolished market, and the hawking, display, or sale of any provisions, commodities, merchandise, or things in the streets or public places, or elsewhere than in the authorised market place, or the dwelling place or shop of the owner, and to impose such penalties and other restrictions in that behalf as will be defined in the intended Act.

To authorize and empower the Local Board, if thought fit, to create and issue to the holders of the original stock and share capital of the Gas Company, in lieu of payment for their respective rights and interests in the Gas Company, perpetual annuities, according to the several proportions held by them of the said original stock and share capital respectively, in manner in the intended Act to be provided.

To authorize the Local Board to levy Gas and Water Works Purchase rates, and other rates, rents, or charges for the purchase and maintenance of the said gas works (as well existing as additional) and water works and undertakings; and for the lighting of the streets and other public and private thoroughfares, passages, places, and buildings within the district and places aforesaid; and for the gas and water to be supplied to the inhabitants and occupiers of property in the district, and such other places and limits as aforesaid; and for meter hire, hire of fittings and other things, and from time to time to alter such rates, rents and charges, and to confer, vary and extinguish exemptions from the payment of rates, rents, and charges.

To empower the Local Board, as the sewer authority for the town and hamlet of Ulverston or otherwise, to purchase and take by compulsion or agreement, and to extinguish all rights and privileges in the next mentioned lands, for and to use and employ such lands for sewage and sewage utilization purposes, and for thereon receiving, collecting, storing, disinfecting, distributing, and otherwise dealing with the sewage and sewage matter, now or at any time flowing through, or into, or being in or upon any reservoirs, sewers, drains, or channels, of or under the management of such sewer authority (that is to say), an area of about 906 square yards of land, in the parish of Ulverston aforesaid, being lands

upon which the filtering tanks of such sewer authority now stand, and being part of a close or inclosure of land called "Broad Meadow," situate near the new road, in Ulverston aforesaid, and bounded on the north by the Furness Railway, on the east by a plot of land formerly belonging to the said Railway Company, but now belonging to and occupied by the said Local Board, on the south by a (pasture) field belonging to John Jackson and Eliza Alice, his wife, or one of them, and occupied by Mr. John Butler, and on the west by a beck or stream called the Town Beck, and also an area of about 57 square yards of land in the same parish, being one-half of the width of the bed of the said beck throughout the whole length of the west side of the first mentioned area, and also an area of about 196 square yards of land in the same parish, bounded on the north by a (pasture) field belonging to and occupied by the Furness Railway Company; on the east by the northernmost part of the area secondly herein described; on the south by a (pasture) field of the said John Jackson and Eliza Alice Jackson, or one of them, in the occupation of the said John Butler, and next adjoining to the west side of the said secondly herein described area, and on the west by a public highway called Morecambe-road.

To enable the Local Board, as such sewer authority, to construct, continue, alter, and maintain a conduit, or line of pipes, with all necessary manholes and other works along the course thereof, situate wholly in the parish of Ulverston aforesaid, commencing at or near the said filtering tanks, and terminating in the said highway, at or near the western boundary of the lastly hereinbefore described (pasture) field at a point 50 yards or thereabouts south of the thirdly hereinbefore described area of land.

To empower the Local Board, for the purposes of the said conduit and works, to purchase and take by compulsion or agreement, lands, houses, and property in the parish last aforesaid, and rights, liberties, and easements therein, and to vary and extinguish rights and privileges therein, and to cross, break up, stop up, alter, or divert, either temporarily or permanently, any highways, footpaths, streams, sewers, drains, waters, and watercourses within the said parish.

To authorise the Local Board to raise money for all or any of the purposes, whether of the intended Act or of any other Act or order under or by virtue of which they may be acting for the time being, or may be invested with any jurisdiction or power, general or special, and to raise such money by mortgage or otherwise of the lands, works, and property possessed by them, or to be acquired under the intended Act or any Act or Acts of Parliament under which they are now or may hereafter be acting, and of their rates and assessments of every kind, market tolls, stallages, gas and water rates, revenues, rents, and charges, slaughter-house tolls, and revenues of every kind levied, raised, or taken under the intended Act or any other Act or Order, or any or either of those lands, works, property, funds, rates, tolls, charges, and revenues, and to make the special provisions to be defined in the intended Act with regard to the time and mode of repaying of the said borrowed moneys, and to extend the time allowed for the repayment of all or any moneys already borrowed or authorised to be borrowed by the Local Board, and for that purpose to defer or postpone the commencement of the formation of the sinking fund and the time for the repayment of the moneys so already borrowed, and to authorise, alter, amend, and enlarge the powers and duties of the Local Board with respect to the borrowing and repayment of moneys, and to make

provisions for and relieve the Local Board from the consequences of any neglect or default (if any) committed by them in the repayment of moneys already borrowed by them for the purposes of sewage, drainage, or otherwise, and so far as may be necessary for any of the purposes aforesaid to repeal, revoke, annul, alter, or amend any order or sanction, or orders or sanctions of the Secretary of State relating to the borrowing of moneys by the Local Board, and to apply to all or any of the purposes of the intended Act all or any part of the funds or revenues of the Local Board for the time being, and the payment or repayment thereof of any costs or expenses incurred or to be incurred by the Local Board with respect to any parliamentary proceeding brought, commenced, or instituted by them, or authorised or sanctioned by resolution passed at any public meeting of the ratepayers of the district.

To authorise the Local Board to raise by mortgage as aforesaid any sum or sums of money for the purpose of paying off existing mortgages and all interest due or to accrue due thereon, and for other purposes.

To extend and enlarge, for the purpose of and with respect to the borrowing of money by the Local Board for any purpose, the powers of the Public Works Loan Commissioners with respect to the advancing of money to Local Boards.

To authorise the Corporation to apply their existing funds and any moneys which they now have power to raise to the purposes of the intended Act, and for the same purposes to borrow additional money at interest on the security of their Borough Fund and any estates and property of the Corporation; and to provide for the repayment of such additional money by means of a sinking fund or otherwise.

To authorise and empower the Trustees appointed under an Act of Parliament passed in the 39th year of the reign of his Majesty King George III, entitled "An Act for dividing and enclosing the commons, waste grounds, and mosses within the town and hamlet of Ulverston, in the parish of Ulverston, in the county palatine of Lancaster," to lay out, sell, demise or lease for any term or terms of years, for building and other purposes, the lands allotted to them under the said Act, and to make roads, drains, and sewers therein, and dedicate such roads or any of them to the public, and to defray the expenses attendant upon the exercise of any of the powers to be given to them by the intended Act out of the moneys arising from any such sale, demising, or leasing, or by mortgaging all or any part of the said premises; to provide for the investment of all moneys arising from such sale, demise, or lease, and to authorise and empower the said Trustees to execute all such acts, deeds, and assurances in the law as may be necessary for effecting every such sale, demise, lease, and mortgage as aforesaid.

To make effectual provision for the paving, improving, and maintaining of the streets and footpaths within the township and hamlet, and to vest in the Local Board all existing and future roads, streets, footpaths, courts, ways, and public places, and the materials thereof; to enable the Local Board to stop up, divert, or otherwise alter streets and roads; to provide that all existing and future roads, streets, footpaths, courts, ways, and public places, whether dedicated to the public or not, or whether highways or not, shall be sewered, drained, levelled, paved, flagged, channelled, metalled, or otherwise made good; and to provide for the making and forming of footpaths; and to defray the expenses and costs incurred and to be incurred in respect of all or any of the

matters aforesaid, and to charge the same or any part thereof upon property within the township and hamlet, and upon the owners, lessees, and occupiers, or any of them respectively of such property, and to provide for the more easy recovery thereof, and of interest thereon from such owners, lessees, and occupiers respectively.

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

To empower the Local Board to regulate the laying out of streets within the township and hamlet of Ulverston, and to prescribe the level of every such street, and the line, length, and width thereof, and the lines of frontage and the heights and elevations of houses or buildings in such streets or abutting thereon or near thereto.

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

The intended Act will incorporate with itself, or extend and make applicable to its purposes, or may repeal, alter, amend, and vary all or some of the existing powers, indemnities, and authorities of the Local Board, and all or some of the provisions of the following general Acts, or some of them (that is to say): "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Towns Improvement Clauses Act, 1847," "The Gas Works Clauses Act, 1847," "The Water Works Clauses Act, 1847," "The Gas and Water Facilities Act, 1870," "The Gas and Water Facilities Act (1870) Amendment Act, 1873," "The Markets and Fairs Clauses Act, 1847," "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861," and all other Acts amending or extending all or any of the Acts herein specified, or any of the provisions thereof respectively.

And the intended Act will also include, alter, amend, extend, or repeal all or some of the provisions of the Acts following, that is to say: An Act passed in the 39th year of the reign of his Majesty King George III, entitled "An Act for dividing and enclosing the Commons, Waste Grounds, and Mosses within the town and hamlet of Ulverston, in the parish of Ulverston, in the county palatine of Lancaster," "The Ulverston Waterworks Act, 1852," and all other Acts relating to the undertaking of the Ulverston Waterworks Company; "The Ulverston Gas Act, 1864," and all other Acts relating to the undertaking of the Ulverston Gas Company; "The Barrow-in-Furness Corporation Act, 1873," and all other Acts relating to the Barrow-in-Furness Corporation; and the Acts, or some of them, relating to the advance of money by the Public Works Loan Commissioners to public bodies.

On or before the 30th of November, 1873, duplicate plans and sections describing the lines and situations of the whole of the works made, or to be by the Bill authorised, to be made, maintained, varied, extended, or enlarged, within any lands proposed to be taken compulsorily, and the lands in or through which the same are made, or are intended to be made, maintained varied ex-

tended, or enlarged, and through which every communication to or from the work is or shall be made, together with a book of reference to every such plan, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, in the line of the work or proposed work, or within the limits of deviation, as defined upon the plans, and describing 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 Lancaster, at his office at Preston, in the said county, and on or before the said 30th day of November, a copy of so much of the said plans and books of reference as relates to each parish, or extra-parochial place in which the lands intended to be so taken are situate, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish, at his usual place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish adjoining thereto, at his usual 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, 1873.

Dated this 11th day of November, 1873.

Woodburn and Poole, Ulverston, Solicitors for the Bill.

C. and R. J. Tahourdin, 1, Victoria Street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1874.

Brighton and Devil's Dyke Railway.

(Incorporation of Company; Construction of Railway; Working Agreements; Running Powers; and Amendment of Acts.)

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

To incorporate a Company for making and maintaining the railway hereinafter mentioned, together with all necessary stations, approaches, bridge, 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, commencing in the parish of Hove by a junction with the Brighton and Portsmouth line of the London, Brighton, and South Coast Railway Company, at a point thereon about 11 chains to the eastward of the mile post indicating a distance of 2 miles from Brighton, and terminating in the parish of Poynings on the eastern side of the road leading from Brighton to the Dyke Hotel at a distance of about 11 chains measured in a south-westerly direction measured along that road from the said 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:—Hove, Aldrington, Preston, Patcham, West Blatchington, Hangleton, Newtimber, and Poynings, all in the county of Sussex.

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, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes and 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.

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.

To levy tolls, rates, and duties upon or in respect of the intended railway and works, 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 and all Companies and persons lawfully using or working the intended railway, 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 Brighton and Portsmouth Line of the London, Brighton, and South Coast Railway Company as lies between the intended junction therewith hereinbefore described, and the Brighton Station on the said line, together with that station and the Hove and Cliftonville Stations, and any other stations between the said junction and Brighton, including 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 and stations.

To empower the Company and the London, Brighton, and South Coast Railway Company from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of their respective railways and works, or any part or parts thereof, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for their 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 the railways and works of the two Companies, or either of them, or any part thereof, and the payments, allowances, drawbacks, or rebates to be made and allowed in respect of any such traffic, and the employment of officers and servants.

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 Vict., cap. 283, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company.

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 29th 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 29th day of November instant a copy of so much of the said plans, sections, and book of reference as relates

to each parish or place in or through which the said railway and works are 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 20th day of December next.

Dated this 14th day of November, 1873.

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

In Parliament.—Session 1874.

Devon and Somerset Railway.

(Power to increase Station Accommodation at Barnstaple, East Anstey, and Morebath; Compulsory Purchase of Lands for the purpose; Additional Capital; Preference or otherwise; Amendment of Acts; and for other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Devon and Somerset 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 purchase, by compulsion or agreement, such further lands, houses, and other property as may be necessary for enlarging and improving the station accommodation of the Company, at the Company's Stations at Barnstaple, East Anstey, and Morebath, in the parishes of Barnstaple, East Anstey, Morebath, and Bampton, all in the county of Devon, and to vary and extinguish all existing rights and privileges connected with such lands, houses, and property so to be acquired which would in any manner impede or interfere with the construction of the said works and increased station accommodation, and to exercise other rights and privileges.

To authorise the Company to raise additional capital for the purposes aforesaid, and for the general purposes of the Company, by the creation and issue of additional new stock, either ordinary, guaranteed, preferential, or debenture stock similar to and ranking *pari passu* with the said Company's A and B debenture stocks respectively, or any or either of them, of such amount, and on such terms and conditions, and with such priorities and privileges as may be considered expedient, and to revoke, extend, alter, or vary the trusts of a certain indenture, dated 13th November, 1868.

To alter, amend, repeal, or vary some or any of the provisions of the several Acts (local and personal) following, that is to say: 27 and 28 Vict. cap. 307; 29 and 30 Vict. cap. 17; 30 and 31 Vict. cap. 147; 30 and 31 Vict. cap. 172; 30 and 31 Vict. cap. 182; and 33 and 34 Vict. cap. 40 (relating to the Company) and of a scheme filed in the High Court of Chancery on the 5th day of March, 1868, and enrolled in the said court on the 29th day of July, 1868, so far as relates to the capital of the said Company.

The Bill will also incorporate with itself some or all of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863;" "The Commissioners' Clauses Act, 1847;" "The Land Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts, Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and the "Railways Clauses Act, 1863."

And notice is hereby also given, that on or before the 29th day of November instant dupli-

cate plans and sections describing the proposed works and the lands, houses, and other property proposed to be taken, or which may be taken for the purposes aforesaid, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, houses, and other property, and a copy of this notice as published in the London Gazette will, on or before the said 29th day of November instant, 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 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 works are proposed to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerks of the parishes of Barnstaple, East Anstey, Morebath, and Bampton, at their respective residences, and in the case of any extra parochial place with the parish clerk of an adjoining parish at his residence.

And notice is hereby further given, that on or before the 20th day of December next printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

Combe and Wainwright, Staple-inn, London;

Russell M. Riccard, South Molton, Devon;
Solicitors for the Bill.

Richard M. Mugeridge, 13, Little Queen street, Westminster, Parliamentary Agent.

In Parliament.—Session 1874.

North Metropolitan Tramways.

(Extension of Time for Construction of certain Tramways authorised by the North Metropolitan Tramways Act, 1870—Power to Use other than Animal Power on the Tramways—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the North Metropolitan Tramways Company (hereinafter called "the Company") for an Act to extend the time now limited for the construction of the following tramways and parts of tramways authorised by the "North Metropolitan Tramways Act, 1870," that is to say, Tramways Nos. 5 and 5A, and such parts of Tramways Nos. 9 and 9A as are situate within the city of London, and to make such provision with reference to the completion of the said tramways and parts of tramways as Parliament may authorise and the intended Act may prescribe.

To authorize and empower the Company from time to time on such terms and conditions, and subject to such restrictions (if any) as may be prescribed by the intended Act, to use upon all or any of their tramways such locomotive power other than or in addition to animal power for the moving thereon of their carriages as may be prescribed or authorised by the intended Act, and to hold and acquire patent and other rights, or licences, to use patent rights in relation to any such locomotive power as aforesaid.

The intended Act will alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes thereof, the provisions, 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;" and "The North Metropolitan Tramways Act, 1873;"

and any other Acts relating to the Company or their undertaking.

Printed copies of the intended Act will, 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, 1873.

C. and R. J. Tahourdin, 1, Victoria-street, Westminster, Solicitors for the Bill.

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

In Parliament.—Session 1874.

Metropolitan Railway.

(Release of Surplus Lands from Trusts created by Metropolitan Railway Act, 1868; Contributions towards Hotels, &c.; Further Provisions as to Methwold's Almshouses and Little Moorfields: Additional Capital; Amendment of Acts.)

APPLICATION is intended to be made to Parliament in the next Session thereof by the Metropolitan Railway Company (hereinafter referred to as "The Company") for leave to bring in a Bill for the following or some of the following among other purposes:—

To relieve the surplus lands of the Company of the liabilities involved in the resolutions of the 7th day of August, 1867, creating new redeemable preference shares, which resolutions are set forth in Schedule B of the Metropolitan Railway Act, 1868, and the purposes whereof are carried into effect by means of a trust created in the twenty-first section of the same Act, and by certain deeds of trust executed in furtherance of the said resolutions and enactment; and the Bill will vest the said surplus lands freed from the said trusts in the Company, and it will contain provisions for the raising of additional capital by the Company by means of shares or mortgage or for the redeeming of such of the preference shares created by virtue of the said resolutions as have not yet been redeemed, or for the conversion of the said shares with the consent of the holders thereof or of a specified majority of such holders into preference stock of the Company redeemable or irredeemable, and with such priority over any other preference stock or other shares of the Company as the Bill shall define or by the conversion thereof into mortgages.

To enable the Company to contribute funds towards, and to hold shares in, any Company or Association for the building of any hotel or chambers over or adjacent to the railway or stations of the Company, and wholly or in part upon the land of the Company.

To make further provisions for vesting in the Company a block of buildings and the gardens attached thereto situate in the parish of Saint Mary Abbots Kensington, known by the name of "Methwold's Almshouses," and to amend and extend the provisions contained in the twenty-fourth section of the Metropolitan Railway Act, 1867, with respect to the purchase by the Company of the said almshouses.

To alter, amend, and enlarge all or some of the powers and provisions contained in the tenth and forty-first sections of "The Metropolitan Railway (Additional Powers) Act, 1866," with respect to the stopping up of a portion of Little Moorfields, and of the twenty-first section of "The Metropolitan Railway Act, 1873," with respect to the subscription of the Company to the undertaking of the Metropolitan and St. John's Wood Railway Company.

To enable the Company to apply to the purposes of the Bill any existing funds under their

control or which they have power to raise, and for the same purposes, and for the general purposes of their undertaking, to raise further capital by shares whether preferential or ordinary and with or without any special privileges or restrictions, and by borrowing, or by any of those means, and to regulate the capital of the Company, and to attach to any portions of the capital which the Company are already authorised to raise any preferences or privileges which the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself any necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" and it will amend and enlarge the powers and provisions of the Acts relating to the Company and bearing its name passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, and 1873; and of any other Acts relating to the Company.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 10th day of November, 1873.

Burchells, 5, Broad Sanctuary, Westminster, Solicitors to the Company.

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

In Parliament.—Session 1874.

Leeds, Roundhay Park, and Osmondthorpe Junction Railway.

(Incorporation of Company for the construction of a Railway between Leeds and Roundhay, and a Branch to the North-Eastern Railway Company's Railway at Osmondthorpe; Working Arrangements with the North-Eastern Railway Company; Power for North-Eastern Railway Company to subscribe capital in Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act for the following purposes, or some of them (that is to say):—To incorporate a Company (hereinafter referred to as "The Company"), and to empower the Company to make and maintain the railways hereinafter described, with all necessary stations, approaches, sidings, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1), commencing in the township and parish of Leeds, on the east side of Briggate, where the same is crossed by Merriestreet, and terminating in the township of Roundhay, in the parish of Barwick-in-Elmet, at a point on the east side of and adjoining to Park-road, 410 yards or thereabouts north of a farmhouse in the occupation of Richard Hartley, in a field belonging to the Mayor, Aldermen, and Burgesses of Leeds, and in the occupation of the said Richard Hartley.

2. A Railway (No. 2) commencing in the township of Potternewton, in the parish of Leeds, by a junction with Railway No. 1 in a field called The Ings, the property of James Brown Esquire, and in the occupation of Samuel Walker, at a point 6 chains or thereabouts eastward of Gipton Farm-house, and terminating at Osmondthorpe, in the parish of Whitkirk, by a junction with the Leeds and Selby Line of the North-Eastern Railway Company, at a point thereon 50

yards or thereabouts to the south-west of the mile post on the last-mentioned line of railway, indicating two miles from Leeds.

Which said intended railways will pass from, in, through, or into, or be situate within the several townships, parishes, and places following—namely, Leeds, Potternewton, Roundhay, Chapeltown, Barwick-in-Elmet, Coldcotes, Seacroft, Osmondthorpe, Templenewsam, and Whitkirk, all in the West Riding of the County of York.

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

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

To empower the Company to demand, take, and recover tolls, rates, and charges for or in respect of the use of the intended railways and works, and to grant exemptions from the payment of tolls, rates, and charges.

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

To empower the North-Eastern Railway Company, if they think fit, to take and hold shares in the capital of the Company, and to subscribe or contribute towards the undertaking of the Company, and the objects of the intended Act, and to apply to that purpose any part of their funds or money which may not be required for the purposes of their own undertaking, and, if necessary, to raise additional capital by the creation of new shares or stock in their own undertaking, with or without a guaranteed or preference dividend or other rights and privileges attached thereto.

And it is proposed by the intended Act, so far as may be necessary for the purposes aforesaid, to alter and amend all or some of the provisions of the Act (local and personal) 17th and 18th Victoria, cap. 211, and of any other Act or Acts

relating to or affecting the North-Eastern Railway Company or their undertaking.

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

And that before the 21st day of December next printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 13th day of November, 1873.

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

In Parliament.—Session 1874.

Belfast Corporation Gas.

(Power to Corporation to supply Belfast and its neighbourhood with Gas—To purchase undertaking of Belfast Gas Light Company—To raise Money—Dissolution of Gas Company—Alteration of Price—Amendment of Acts relating to Corporation and to Gas Company.)

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 enable the mayor, aldermen, and burgesses of the borough of Belfast (hereinafter called "The Corporation") to supply with gas the borough of Belfast and the parish of Belfast, otherwise Shankhill, in the county of Antrim, and the parishes of Knockbreda and Holywood, in the county of Down.

2. To transfer to, and vest in, the Corporation, or to authorise and provide for, such transfer and vesting of the undertaking, lands, works, buildings, and property effects, powers, rights, privileges, and authorities of the Belfast Gas Light Company (hereinafter called "The Company"), subject to the debts and liabilities of the Company, in such manner, and for such price or consideration, and upon such terms and conditions, as may have been, or as may be, agreed upon between the parties, or as may be prescribed by the Bill; and to confirm any agreement which may have been, or which may be, entered into between the Company and the Corporation with respect to the said transfer or vesting.

3. To provide for the winding-up and dissolution of the Company, and for the distribution of the assets of the Company.

4. To authorise the Corporation to hold lands for the purposes of the Bill, and to maintain the existing works of the Company, and to alter, enlarge, or improve such works on the lands or any part of the lands now belonging to, or held by, or on behalf of the Company, and used for the purpose of the said works; and to enable the Corporation to manufacture gas and any residual products arising in the manufacture of gas, and to store, sell, supply, and dispose of gas, coal,

coke, tar, and other residual and manufactured products and things; and to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell or let the same, and to charge for the same, as well as for the supply of gas, rents or other payments, and to vary and increase the rents and charges which the Company are now authorised to levy and receive with respect to the foregoing matters, and to vary the amount and conditions of the discount provided for in the 43rd Section of the Belfast Gas Act, 1852, and to enable the Corporation to exercise all the powers usually conferred on or exercised by gas companies.

5. To enable the Corporation from time to time to sell and dispose of such parts of the lands now belonging to the Company as may not be required by them, and to acquire, hold, and use patent rights and licences, and to maintain, alter, or renew any existing mains or pipes within the limits to be supplied with gas, and to lay down and maintain mains and pipes in, through, across, along, or under streets, roads, footpaths, canals, waters, railways, tramways, bridges, and other passages and places within the said limits, and to disturb, remove, and alter any drains or sewers which may interfere with the said mains or pipes.

6. To authorise the Corporation on the one hand, and any company, trustees, public body, or other persons having the control of any places or buildings within the aforesaid limits on the other hand, from time to time to enter into contracts or agreements with respect to the supply of gas for lighting the same.

7. To authorise the Corporation to raise money by mortgage, bond, annuities, terminable, or perpetual, or otherwise for the purposes of the Bill, and to charge the sum so borrowed on the security of the gas undertaking, and of the revenue derived therefrom, and also on the security of the police rate, and of the estate, revenue, and property of the Corporation.

8. The Bill will incorporate with itself all or some of the powers and provisions of "The Gas Works Clauses Act, 1847;" and "The Gas Works Clauses Act, 1871;" and it will repeal, alter, or amend some of the provisions of the several Acts following, or any other Acts relating to the Corporation or the Company, viz., the 8th and 9th Vic., cap. 142, entitled "An Act for the Improvement of the Borough of Belfast;" 9th and 10th Vic., cap. 294, "For better Lighting and Improving the Borough of Belfast;" "The Belfast Improvement Act, 1850;" "The Belfast Borough Extension Act, 1853;" "The Belfast Award Act, 1864;" "The County Antrim and Belfast Borough Act, 1865;" "The Belfast New Streets Act, 1865;" "The Belfast Burial Ground Act, 1866;" "The Belfast Borough Act, 1868;" "The Local Government Board (Ireland) Provisional Order (Belfast) Confirmation Act, 1873," and the Provisional Order confirmed thereby; "The Belfast Gas Act, 1852;" "The Belfast Gas Act, 1865;" "The Belfast Gas Act, 1866;" and "The Belfast Gas Act, 1873;" and the Bill will vary and extinguish all rights and privileges which will interfere with the purposes thereof.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 7th day of November, 1873.

*Samuel Black, Town Solicitor, } Solicitors
Belfast, } for the
Stone and Billson, Leicester, } Bill.
Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.*

In Parliament.—Session 1874.

London and North Western Railway (England and Ireland).

(Railways, Roads, and other Works, and stopping up of Roads and Footpaths, and Additional Lands in the Counties of Middlesex, Hertford, Bucks, Northampton, Warwick, Stafford, Derby, Chester, Lancaster, and Cumberland; Repeal of Provisions of former Acts as to New Roads, &c., and Abandonment of portion of authorised Footpath in the County of Chester; Power to Company and Lancashire and Yorkshire Railway Company to make New Roads in the County of Lancaster; Power to Company and Great Western Railway Company to Alter Works and Acquire Lands in connection with their Birkenhead Railway; Power to Lessees of North and South Western Junction Railway Company to stop up Roads or Footpaths and acquire Additional Lands in the County of Middlesex; Power to North London Railway Company to Sell and Let, and to Company to Purchase and take on Lease, certain Coal Depôts and other Property in the County of Middlesex; Further Provisions as to Superfluous Lands; Extension of time for completion of Dublin and Drogheda North Wall Extension Railway; Confirmation of Agreements with Irish North Western and Dundalk and Greenore Railway Companies; Voting by Company at Meetings of Dublin Wicklow and Wexford Railway Company; Contribution to Preston and Wyre Railway Harbour and Dock Company, Manchester South Junction and Altrincham Railway Company, Dublin and Drogheda Railway Company, and London and North Western Railway Provident Society; Exercise of Borrowing Powers of Dundalk Newry and Greenore Railway Company; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the London and North Western Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain the railways following, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

A railway (to be called the "New Railway at Kelmarsh") commencing in the parish of Kelmarsh, in the county of Northampton, by a junction with the Northampton and Market Harborough Line of the Company's railway, at a point thereon six hundred and sixty yards or thereabouts south-east of the southern entrance of the Kelmarsh Tunnel on that line, and terminating in the parish of Arthingworth, in the same county, by a junction with the same line at a point thereon seven hundred yards or thereabouts north-west of the north-west entrance of the same tunnel; which said intended railway will be wholly situate within the above-mentioned parishes of Kelmarsh and Arthingworth;

A railway (to be called the "New Railway at Oxendon") to be situate wholly in the parish of Great Oxendon, in the county of Northampton, commencing by a junction with the Northampton and Market Harborough line of the Company's railway, at a point thereon three hundred and fifty yards or thereabouts north of the Clipston Station on that line, and terminating by a junction with the same line at a point thereon five hundred and sixty

yards or thereabouts north-west of the northern entrance of the Oxendon Tunnel on that line.

Four railways (to be called the "Burton Branches"), to be wholly situate in the parish of Burton-upon-Trent, in the county of Stafford (that is to say):—

Railway No. 1, commencing in the township of Burton-upon-Trent by a junction with the railway of the Midland Railway Company at a point thereon one hundred and sixty yards or thereabouts north-east of the eastern corner of the churchyard of Saint Modwen's Church, and terminating in the township of Stretton by a junction with the main line of the North Staffordshire Railway, at or near the bridge carrying that railway over the Trent and Mersey Canal; which said intended railway will pass from, in, through, or into, or be situate within the several townships of Burton-upon-Trent, Burton-Extra, Horninglow, and Stretton, or some of them.

Railway No. 2 to be situate wholly in the township of Burton-Extra, commencing by a junction with Railway No. 1, in a field on the south-east side of the said canal, the north-eastern fence of which field, where it abuts upon the canal, is three hundred and five yards or thereabouts north-east of the bridge carrying the Shobnall-road over that canal, at a point in that fence forty-four yards or thereabouts south-east of the south-east side of the said canal, and terminating in a field situate on the north-western side of and contiguous to the said canal, and on the north-east side of and contiguous to the Shobnall-road, at a point in that field one hundred yards or thereabouts from the said Shobnall-road measured along the western boundary of that field;

Railway No. 3, to be situate wholly in the said township of Burton-Extra, commencing by a junction with Railway No. 1, at a point one hundred and thirty yards or thereabouts south-west of the point above described as the commencement of Railway No. 2, and terminating at a point three hundred and thirty yards or thereabouts south-west of the said point of commencement of Railway No. 3, and one hundred and forty-five yards or thereabouts north-west of the northern corner of the north-eastern block of Messieurs Bass and Company's New Maltings;

Railway No. 4, to be situate wholly in the township of Burton-Extra, commencing by a junction with Railway No. 3, at the north-eastern corner of a certain garden, the eastern boundary of which joins the Shobnall-road at a point on that road ninety yards or thereabouts south-east of the said bridge carrying that road over the Trent and Mersey Canal, and terminating on the north-west side of and near to the said canal at a point one hundred and eighty yards or thereabouts south-west of the said Shobnall-road;

Two railways (to be called the "Buxton and High Peak Junctions") (that is to say):—

Railway No. 1, commencing in the township of Fairfield, in the parish of Hope, in the county of Derby, by a junction with the Company's branch railway to Buxton at a point thereon four hundred and forty yards or thereabouts north of the booking-office at their passenger station at Buxton, and terminating in the township of Hartington-Upper-Quarter, in the parish of Hartington, in the same county, by a junction with the

Company's Cromford and High Peak Railway, at a point thereon seventy yards or thereabouts south-east of the distance post on that railway denoting nineteen miles; which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Fairfield, Hope, Buxton, Bakewell, Hartington, and Hartington-Upper-Quarter, all in the county of Derby:

Railway No. 2, to be wholly situate in the said township of Hartington-Upper-Quarter, commencing by a junction with the Company's Cromford and High Peak Railway at a point thereon one hundred and sixty yards or thereabouts north of the distance post on that railway denoting twenty-three miles, and terminating by a junction with Railway No. 1 at a point five hundred yards or thereabouts south-west of the public road leading from Buxton by Parks Inn and Haslin House to Winster measured from a point on that road two thousand yards or thereabouts south-east of Parks Inn;

To empower the Company to make and maintain in the township of Widnes, in the parish of Prescott, in the county of Lancaster, the railway and new roads following (that is to say):—

A railway (to be called the "New Railway at Widnes"), commencing by a junction with the Widnes Deviation Railway of the Company at a point thereon two hundred yards or thereabouts south-west of the booking-office of the Widnes Passenger Station on that railway, and terminating by a junction with the Saint Helen's Railway of the Company at a point thereon fifty yards or thereabouts south of the booking-office of the Appleton Station on that railway, with all proper stations, sidings, approaches, works, and conveniences connected therewith;

A New Road (No. 1) commencing from and out of the public road which now crosses on the level the Saint Helen's Railway of the Company at Vineyard Cottage and Appleton Station at a point on that road and on the eastern side of the said railway distant three hundred and thirty yards or thereabouts in a south-easterly direction from the said level crossing at Appleton Station, and terminating by a junction with the public road which leads from Simm's Cross and crosses on the level the said railway at Plumpton's Crossing, at a point on that road contiguous to the Bradley Hotel;

A New Road (No. 2) commencing from and out of the said intended New Road No. 1, at a point two hundred and twenty yards or thereabouts west of the intended commencement thereof; and terminating by a junction with the said public road which leads from Simm's Cross, at a point thereon contiguous to the junction with that road of Peelhouse-lane;

A New Road (No. 3) commencing from and out of the said intended new road No. 1 at a point one hundred and seventy-five yards or thereabouts west of the commencement of the said intended new road No. 1, and terminating by a junction with the intended new road No. 4, next hereinafter described, at a point one hundred yards or thereabouts west of the said Vineyard Cottage level crossing;

A new road (No. 4), commencing from and out of the said public road which crosses on

the level the Saint Helen's railway of the Company at Vineyard Cottage and Appleton Station, at a point on that road sixty yards or thereabouts west of the said Vineyard Cottage level crossing, and proceeding thence in a northerly direction to the termination above described of the intended new road No. 3, and thence to and terminating by a junction with Lugsdale-lane at a point thereon two hundred and thirty yards or thereabouts north of the commencement above described of the said intended new road No. 4.

And to provide for the stopping up and discontinuance as public highways of the undermentioned portions of roads and footpaths (that is to say):—

(A) The road and footpath which extend from a point near to and on the northern side of the commencement of the said intended new road No. 1 to another point near to the Bradley hotel, and which cross on the level the said Saint Helen's railway three hundred and ten yards or thereabouts south of the said level crossing at Appleton Station;

(B) So much of the said public road which now crosses on the level the Saint Helen's railway at Vineyard Cottage and Appleton station as lies between the boundaries of the Company's property at Vineyard Cottage level crossing;

(C) So much and such parts of the last-mentioned public road as extend for a distance of seventy yards on each side of the said Appleton station level crossing;

(D) So much of Lugsdale-lane as extends in a north-westerly direction for a distance of thirty yards or thereabouts from a point one hundred and fifteen yards or thereabouts north of the junction of that lane with the public road which crosses the Saint Helen's railway at Vineyard Cottage level crossing;

And to empower the Company to appropriate to purposes connected with the said intended railway and new roads so much of the said public road which now crosses on the level the said Saint Helen's Railway at Vineyard Cottage and Appleton Station as extends for a distance of seventy yards on each side of the Appleton Station level crossing, and so much of Lugsdale-lane and of the said road which extends in an easterly direction from Plumpton's Crossing as are respectively so intended as above described to be stopped up and discontinued.

To empower the Company within the parishes, townships, and places of Preston, Fulwood, Lancaster, Broughton, Wood-Plumpton, Saint Michael-upon-Wyre, Goosnargh-with-Newsham, Kirkham, and Barton, in the county of Lancaster, or some or one of them, to alter, widen, and improve and lay down additional lines of rails upon or in connection with the undermentioned portion of their Lancaster and Carlisle Railway (that is to say):

So much thereof as extends from the point where that railway is carried over the Lancaster Canal near the Fylde Road to the Broughton Station on that railway.

To empower the Company to alter or divert the undermentioned portion of the existing footpath in the parish of Harrow-on-the-Hill in the county of Middlesex, which now crosses on the level the Company's railway at a distance of seven hundred and seventy yards or thereabouts south-east of the Sudbury Station on that line (that is to say) so much thereof as extends east of that line for a distance of fifty-five yards or thereabouts, measured along the said footpath

and west of that line for a distance of twenty yards so measured, and to carry the same over the railway by means of a footbridge; and when such alteration is completed and opened to the public to stop up and discontinue as a public highway so much of the existing footpath as lies between the boundaries of the Company's property.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Harrow-on-the-Hill, in the county of Middlesex, leading from Sudbury Court to the footpath from Harrow-on-the-Hill to the road leading from Preston to Wembley Farm, both of which footpaths now cross the Company's railway on the level (that is to say) so much of the first-mentioned footpath as lies between the boundaries of the Company's property.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the said footpath in the parish of Harrow-on-the-Hill, in the county of Middlesex, leading from Harrow-on-the-Hill to the road leading from Preston to Wembley Farm, which now crosses the Company's railway on the level (that is to say) so much thereof as lies between the boundaries of the Company's property; and to carry the said footpath over the said railway by means of a footbridge.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Harrow-on-the-Hill, in the county of Middlesex, leading from Woodcock Hill and Woodcock Dale to Harrow-on-the-Hill which now crosses the Company's railway on the level (that is to say) so much thereof as lies between the boundaries of the Company's property; and to carry the said footpath over the said railway by means of a footbridge.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Harrow-on-the-Hill, in the county of Middlesex, leading from Greenhill to Kenton, which now crosses the Company's railway on the level (that is to say) so much thereof as lies between the boundaries of the Company's property; and to carry the said footpath over the said railway by means of a foot bridge.

To empower the Company to make a new footpath, in the parish of Harrow-on-the-Hill, in the county of Middlesex, commencing from and out of the public road leading from Harrow-on-the-Hill to Harrow Weald, at a point thereon twenty yards or thereabouts north of the point where that road crosses the Company's railway at Harrow Station, and terminating by a junction with the road called Byron-road at its southern end; and to provide for the stopping up and discontinuance as a public highway of the undermentioned portion of the existing footpath which crosses on the level the Company's said railway at a point thereon two hundred and thirty-five yards or thereabouts south-east of the said Harrow Station (that is to say) so much thereof as lies between the said public road from Harrow-on-the-Hill to Harrow Weald and Palmerston-road or Byron-road aforesaid.

To empower the Company to lengthen the bridge in the parish of Harrow-on-the-Hill, in the county of Middlesex, by which the Company's railway is carried over the road known as Headstone Drive, at a point on that railway four hundred yards or thereabouts north-west of the booking office at their Harrow Station.

To empower the Company to stop up and dis-

continue as a public highway the undermentioned portion of the footpath in the parish of Pinner, in the county of Middlesex, which now crosses on the level the Company's railway, at a point on that railway five hundred and fifty yards or thereabouts north-west of their Pinner Station (that is to say), so much thereof as lies between the boundaries of the Company's property, and to alter and divert the course of the said footpath and carry the same over the said railway by means of a footbridge.

To empower the Company to make a new footpath in the parish of Watford, in the county of Hertford, commencing from and out of the footpath which now crosses on the level the main line of the Company's railway, two hundred yards or thereabouts south-east of the junction with that railway of the Company's Saint Alban's Branch, at a point on that footpath adjoining and on the south-west side of the Watford and Rickmansworth Railway, and terminating at another point on the said footpath distant forty yards or thereabouts east of the said main line; and to provide for the stopping up and discontinuance as a public highway of so much of the said existing footpath as lies between the points aforesaid.

To empower the Company to make a new footpath in the parish of Abbott's Langley, in the county of Hertford, commencing from and out of the public road leading from Watford to Abbott's Langley at a point on that road distant ten yards or thereabouts south-west of the bridge (No. 44) which carries the said road over the Company's railway, and terminating by a junction with the public road leading from Watford to Hunton Bridge at a point thereon two hundred and sixty-four yards or thereabouts west of the said point of commencement of the said intended new footpath: and to provide for the stopping up and discontinuance as a public highway of the undermentioned portion of the existing footpath which now crosses on the level the Company's railway at a point on that railway two hundred yards or thereabouts north-west of the said bridge (that is to say) so much thereof as lies between the said two public roads.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Hemel Hempsted in the county of Hertford, leading from Bovington to Two-Waters, which now crosses on the level the Company's railway (that is to say) so much thereof as lies between the boundaries of the Company's property; and to carry the same over the said railway by means of a footbridge.

To empower the Company to stop up and discontinue as a public highway the footpath in the parish of Berkhamsted Saint Mary otherwise Northchurch, in the county of Hertford, which lies between the public road leading from Hemel Hempsted to Berkhamsted and the public road leading from Bourne-End to Hacksters-End, and crosses on the level the Company's railway at a point thereon two hundred and sixty-four yards or thereabouts south-east of the Bridge (No. 62) carrying the last-mentioned road over the Company's railway.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Berkhamsted Saint Mary otherwise Northchurch, in the county of Hertford, leading from Potten End over the Grand Junction Canal to Great Berkhamsted which now crosses on the level the Company's railway at a point thereon two hundred and twenty yards or thereabouts north-west of the Bridge (numbered 63) carrying a road over

that railway (that is to say) so much thereof as lies between the boundaries of the Company's property.

To empower the Company to stop up and discontinue as a public road or highway the undermentioned portion of the public carriage road in the parish of Berkhamsted Saint Mary otherwise Northchurch, in the county of Hertford, leading from Great Berkhamsted to Berkhamsted Common, and crossing on the level the Company's railway at a point on that railway half a mile or thereabouts south-east of their Berkhamsted Station (that is to say), so much thereof as extends for a distance of twelve yards on each side of the Company's railway.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Berkhamsted Saint Mary otherwise Northchurch, in the county of Hertford, leading from Norcot to the public carriage road from Norcot to the Cow-Roast Inn, which public highway now crosses on the level the Company's railway (that is to say), so much thereof as lies between the boundaries of the Company's property.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Berkhamsted Saint Mary, otherwise Northchurch, in the county of Hertford, which now crosses on the level the Company's railway leading from Aldbury to the public carriage road from Norcot to the Cow-Roast Inn (that is to say), so much thereof as lies between the boundaries of the Company's property, and to carry the said footpath over the said railway by means of a foot bridge.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Saint Peter, otherwise Great Berkhamsted, in the county of Hertford, leading from Great Berkhamsted to Berkhamsted Common, which now crosses on the level the Company's railway half a mile or thereabouts north-west of their Berkhamsted station (that is to say), so much thereof as lies between the boundaries of the Company's property, and to divert the line or course of the said footpath to the extent of fifty yards or thereabouts through the lands or property of the Company, and to carry the same over the railway by means of a foot bridge.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the footpath in the parish of Mentmore, in the county of Buckingham, leading from Horton to Mentmore, which now crosses on the level the Company's railway (that is to say), so much thereof as lies between the boundaries of the Company's property, and to divert the line or course of the said footpath to the extent of ten yards or thereabouts through the lands or property of the Company, and to carry the same over the said railway by means of a foot bridge.

To empower the Company to make a new footpath, in the townships of Blakenhall and Checkley-cum-Wrinehill, in the parish of Wybunbury, in the county of Chester, commencing from and out of the footpath which now crosses on the level the grand junction line of the Company's railway at Bunker's Hill, at a point on that footpath distant six hundred yards or thereabouts in a south-westerly direction from the said level crossing, and terminating by a junction with the public road leading from Newcastle by Denbridge to Wybunbury, at a point thereon two hundred and twenty yards or thereabouts west of the junction

of that road with the public road leading from Newcastle to Betley, and to provide for the stopping up and discontinuance as a public highway of so much of the said existing footpath as lies between the commencement of the intended new footpath and Greka Moss, including the public road across the railway at the said level crossing at Bunker's Hill.

To empower the Company to make a new road, in the township of Widnes, in the parish of Prescott, in the county of Lancaster, commencing from and out of the public road which extends in an easterly direction from the level crossing on the Saint Helen's Railway, known as Plumpton's Crossing, at a point on that public road two hundred and seventy-five yards or thereabouts east of that crossing, and terminating on the western side of the said Saint Helen's Railway by a junction with the road which runs parallel with and near to that railway, in a northerly direction from Plumpton's Crossing, at a point on that road one hundred and twenty yards or thereabouts north of that crossing, and to provide for the stopping up and discontinuance as a public highway of so much of the said road which extends in an easterly direction from Plumpton's Crossing as lies between the commencement of the said intended new road and the western side of Plumpton's Crossing.

To empower the Company to make two new footpaths in the township of Widnes, in the parish of Prescott, in the county of Lancaster; one of such new footpaths commencing from and out of the existing footpath which now passes along the eastern side of and near to the Widnes Dock Branch of the Saint Helen's Railway of the Company, at a point thereon one hundred yards or thereabouts north of the crossing by the said branch of the Saint Helen's Canal, and terminating by a junction with the said existing footpath at a point thereon one hundred yards or thereabouts north of the point where the Warrington and Garston line of the Company crosses the said branch; and the other of such new footpaths commencing by a junction with the intended new footpath above described, at a point one hundred yards or thereabouts north of the commencement thereof above described, and terminating by a junction with the road which passes under the railway of the Company connecting their Widnes Deviation Railway with their Saint Helen's Railway, at a point on that road one hundred and sixty-five yards or thereabouts east of the eastern end of the platform of their Widnes passenger station; and to empower the Company to stop up and discontinue as a public highway so much of the said existing footpath as lies between the commencement and termination of the intended new footpath first above described, and so much of another existing footpath lying on the southern side of and contiguous to the said Warrington and Garston Line as lies between the said intended new footpath first above described and Waterloo Road; and to empower the Company to appropriate to the purposes of their undertaking the portions of footpath so intended to be stopped up and discontinued.

To empower the Company to make a new street in the parish of Liverpool, in the county of Lancaster, commencing from and out of Lord Nelson Street at or near the point where that street joins Hotham Street, and terminating in Sydney Street at a point thereon twenty-five yards or thereabouts east of the junction of that street with Hotham Street; and to appropriate to the purposes of their undertaking so much and such parts of Sydney Street and Hotham Street

respectively as will become unnecessary by reason of the construction of the new street.

To extinguish all rights of way, whether public or private, and whether for carriages and other vehicles, horses or foot-passengers, over or across the Company's railway in the township of Barton-upon-Irwell, in the parish of Eccles, in the county of Lancaster, at a point on that railway three hundred and thirty yards or thereabouts east of the Eccles Station.

To empower the Company to stop up and discontinue as a public highway the undermentioned portion of the road in the township of Atherton, in the parish of Leigh, in the county of Lancaster, which now crosses on the level the Company's Kenyon and Bolton Railway at a point two hundred and fifty yards or thereabouts south-west of the booking-office of the Atherton Station on that railway (that is to say) so much thereof as lies between the boundaries of the Company's property.

To repeal Sub-sections 1 and 5 of Section 26 ("Power to make new roads, &c.") of the London and North Western Railway (Additional Powers) Act, 1872, and Sub-sections 3, 5, and 9 of Section 4 ("Power to make new roads, &c.") of the London and North Western Railway (New Works and Additional Powers) Act, 1873.

To empower the Company to abandon so much of the new footpath authorised by Section 8 of the London and North Western Railway (New Works and Additional Powers) Act, 1873, to be made in the township of Monk's Coppenthal, in the parish of Coppenthal, in the county of Chester, as extends from the authorised commencement thereof to a point one hundred and fifty-five yards or thereabouts north-east of the said authorised commencement.

To empower the Company to acquire by compulsion or agreement and to hold lands, houses, and buildings for all or any of the purposes aforesaid; and also for the purpose of extending the station, siding, and other accommodation of the Company, and for other purposes connected with their undertaking, the lands, houses, and buildings hereinafter described or referred to (that is to say):—

Certain lands, houses, and buildings in the parish of Willesden, in the county of Middlesex, lying partly on the north and partly on the south sides of and adjoining the Company's railway;

Certain lands, houses, and buildings in the parish of Pinner, in the county of Middlesex, lying on the western side of and near to the Company's railway at their Pinner station;

Certain lands in the parish of Watford, in the county of Hertford, lying on the eastern side of and adjoining the main line of the Company's railway near the junction therewith of their Saint Alban's Branch;

Certain lands in the parish of Aldbury, in the county of Hertford, lying near the Company's Tring Station, and partly on the western side of the Company's railway and partly on the eastern side of the Grand Junction Canal;

Certain other lands in the same parish lying on the eastern side of the said railway and near the lands lastly above described;

Certain lands in the parish of Linslade, in the county of Buckingham, lying on the eastern side of and adjoining the Company's railway and south of and contiguous to the public road leading from Aylesbury to Hockliffe;

Certain lands, houses, and building in the parish of Nuneaton, in the county of Warwick,

lying on the west side of and adjoining the Company's Trent Valley Line, and between their Nuneaton Station and the River Anker;

Certain other lands, houses, and buildings in the same parish, lying on the east side of the Company's Trent Valley Line and near their Nuneaton Station;

Certain lands, houses, and buildings in the parishes of Barthomley and Wymondbury, in the county of Chester, lying partly on the east and partly on the west sides of the main line of the Company's railway, and near the junctions therewith of the North Staffordshire Railway and the Crewe and Shrewsbury Branch of the Company's railway;

Certain lands, houses, and buildings in the township of Widnes, in the parish of Prescott, in the county of Lancaster, lying partly on the east and partly on the west sides of and near to the Saint Helen's Railway of the Company and near the Appleton Station on that railway;

Certain lands, houses, and buildings in the parish of Liverpool, in the county of Lancaster, lying between the Company's Waterloo Station and Formby-street;

Certain other lands, houses, and buildings in the same parish, lying between Sydney-street, Hotham-street, and Lord Nelson-street;

Certain other lands, houses and buildings in the same parish, lying on the north-west side of and adjoining Crosbie-street, and near the north-east end of that street;

Certain lands, houses, and buildings in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, in the county of Lancaster, lying between Regent-road and Derby-road, and adjoining or near to the Bootle Borough Hospital;

Certain lands in the township of Kenyon, in the parish of Winwick, in the county of Lancaster, lying on the western side of and adjoining the Company's Kenyon and Bolton Line, and a quarter of a mile or thereabouts north of their Kenyon Station;

Certain lands, houses, and buildings in the township of Atherton, in the parish of Leigh, in the county of Lancaster, lying partly on the east and partly on the west sides of the Company's Kenyon and Bolton Railway, and near the Atherton Station on that railway;

Certain lands, houses, and buildings in the township of Over-Hulton, in the parish of Dean, in the county of Lancaster, lying partly on the western and partly on the eastern sides of the Company's railway, and near the Chequerbent Station;

Certain lands, houses, and buildings in the township and parish of Workington, in the county of Cumberland, lying on the eastern side of the Whitehaven Junction Railway of the Company, and near the Workington Station on that railway;

Certain other lands in the same township and parish lying on the western side of and adjoining the said railway, and near Messieurs Kirk's Bar-Iron Works; with power to the Company to stop up and appropriate to the purposes of their undertaking the foot path which now passes through the last-mentioned lands; and to make a new footpath on the western side of those lands in lieu of the portion of footpath so to be stopped up;

To empower the Company and the Lancashire

and Yorkshire Railway Company, or either of them with the consent of the other, to make two new roads in the township and parish of Leyland, in the county of Lancaster (that is to say) :—

1. A new road commencing from and out of the public road leading from Preston to Leyland, and crossing on the level the North Union Railway at the Leyland station at a point on that public road one hundred and eighty yards or thereabouts south-west of the said level crossing, and terminating by a junction with the same public road at a point thereon one hundred yards or thereabouts north-east of that level crossing ;
2. A new road commencing from and out of the said intended road at a point on the eastern side of and close to the said level crossing, and terminating by a junction with the public road leading from the said Leyland station to and into the turnpike road leading from Wigan to Preston at a point on that public road one hundred and thirty yards or thereabouts south-east of the said level crossing :

And to stop up and discontinue as public highways and appropriate to purposes connected with the North Union Railway so much and such parts of the said public road from Preston to Leyland, and the said public road from the Leyland Station to the road from Wigan to Preston as will be abolished or will become unnecessary by the construction of the intended new roads ; with power to the said two Companies to acquire by compulsion or agreement and to hold for purposes connected with the said intended new roads certain lands, houses, and buildings in the said township and parish of Leyland ;

And to empower the Company and the Lancashire and Yorkshire Railway Company to make and carry into effect agreements with respect to the making of the said intended new roads and the acquisition and appropriation of the lands, houses, and buildings which they may so acquire ; and to empower the last-named Company to apply their funds to those purposes ;

To empower the Company and the Great Western Railway Company jointly to construct and maintain as open cutting instead of as tunnel the undermentioned portions of the railway authorised by the Great Western Railway (Additional Powers) Act, 1871, and therein called the Birkenhead New Line (that is to say) :

So much thereof within the township and extra-parochial chapelry of Birkenhead, in the county of Chester, as extends for a distance of sixty yards or thereabouts in a south-westerly direction from the west side of Church-street ;

And so much thereof within the same township and chapelry as extends for a distance of forty yards or thereabouts in a north-easterly direction from the north side of Grange-lane :

To empower the company and the Great Western Railway Company jointly, or either of them with the consent of the other, to acquire, by compulsion or agreement, and to hold for purposes connected with the Birkenhead railway the lands, houses, and buildings following (that is to say) :

Certain lands, houses, and buildings in the township of Tranmere, in the parish of Bebington, in the county of Chester, lying on the west side of and adjoining or near to the Birkenhead Railway near Green-lane ;

Certain lands in the township and parish of Frodsham, in the county of Chester, lying on the north side of and adjoining or near

to the Birkenhead Railway, near the Frodsham station thereon :

To empower the said two Companies to make and carry into effect agreements with respect to the acquisition, use, and appropriation of those lands, and to empower the Great Western Railway Company to apply their funds to those purposes :

To empower the Companies who are or may become under the provisions of the North and South Western Junction Railway Act, 1871, the lessees of the undertaking of the North and South Western Junction Railway Company, or on their behalf the joint committee acting under the provisions of that Act ; to stop up and discontinue the undermentioned portions of the undermentioned roads or footpaths and all rights of way over or along the same in the parish of Ealing, in the county of Middlesex (that is to say) :—

So much of the road or footpath which crosses on the level the North and South Western Junction Railway at a point thereon sixty-six yards or thereabouts east of the station on that railway, known as the Old Kew Station, as lies between the boundaries or fences of the North and South Western Junction Railway ;

So much of the road or footpath which crosses on the level the North and South Western Junction Railway at a point thereon three hundred and eight yards or thereabouts east of the said Old Kew Station, as lies between the northern side of the said railway and the southern side of the railway known as the Kew Curve ;

So much of the road or footpath which crosses on the level the North and South Western Junction Railway at a point thereon four hundred and sixty-two yards or thereabouts east of the said Old Kew Station, as lies between the northern side of the said railway and the southern side of the railway known as the Kew Curve ;

So much of the road or footpath which crosses on the level the North and South Western Junction Railway at a point thereon six hundred yards or thereabouts east of the said Old Kew Station, as lies between the northern side of the said railway and the southern side of the railway known as the Kew Curve.

And to empower the said lessees to carry the road or footpath thirdly above mentioned over the said railway and the Kew Curve by means of a bridge.

And to empower the said lessees to acquire by compulsion or agreement and to hold lands for the purposes of the said intended bridge and the approaches thereto, and also for other purposes connected with the North and South Western Junction Railway the lands following (that is to say) :—

Certain lands in the parish of Chiswick, in the county of Middlesex, on the eastern side of and adjoining the Hammersmith Station on the Hammersmith branch of the North and South Western Junction Railway.

And to empower the said lessees to enter into and carry into effect agreements with respect to the acquisition, use, and appropriation of those lands and the other matters above mentioned, and to apply their respective funds to those purposes.

To make provision for the repair of all or any of the new roads, streets, footpaths, or highways to be constructed under the authority of the intended Act by the same persons and by the

same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the intended new roads, streets, footpaths, or highways respectively will be situate are for the time being legally repairable.

To empower the Company to purchase so much of any property as they may require for the purposes of the said intended Act without being subjected to the liability imposed by the ninety-second section of the Lands Clauses Consolidation Act, 1845, and to make provision for the acquisition on lease by the Company of certain lands in the parish of Burton-upon-Trent belonging to the Marquis of Anglesey, and in consideration of a yearly or other periodical rent in lieu of a sum in gross.

To extinguish or provide for the extinguishment of all rights of way over the turnpike, public carriage, and other roads, footpaths, streets, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued, and over any of the lands to be acquired under the provisions of the intended Act.

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

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and extra-parochial and other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to levy, demand, and recover tolls, rates, and charges for or in respect of the railways and other works to be authorised by the intended Act, or some of them, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the North London Railway Company to sell and the Company to purchase and hold as part of their undertaking certain coal depôts and the yards belonging thereto situate adjoining to the North London Railway, in the several parishes of Saint Pancras, Saint Mary Islington, Saint John at Hackney, Saint Leonard Bromley, All Saints Poplar, and Saint Leonard Shoreditch, all in the county of Middlesex, and agreed to be sold to the Company by several agreements respectively dated the 1st day of November 1871, the 22nd day of December 1872, the 22nd day of December 1872, the 22nd day of December 1872, and the 24th day of March 1873, and also to empower the North London Railway Company to demise or lease to the Company and to empower the Company to accept and hold as part of their undertaking certain lands and arches situate in the several parishes of Saint Mary Stratford-le-Bow, Saint John at Hackney, and Saint Pancras, in the county of Middlesex, and agreed to be demised by the said agreement of the 1st day of November 1871; and so far as may be necessary for the purposes aforesaid to confirm the said agreements or some of them.

To extend the time for the sale of all or any lands acquired by the Company which are not or eventually may not be required for the purposes of their undertaking; and to confer further powers on the Company with relation thereto.

To empower the Company to grant building leases for terms of years of any lands which may

have been heretofore or may from time to time hereafter be used or occupied for the purposes of their railway, or for any purpose incidental to the traffic or business thereof, and which may at any time or from time to time cease to be so used, and any other lands which may have been or may be hereafter acquired by the Company, and which may be found not to be required for the purposes of their undertaking, and to sell and dispose of all or any of such lands within a period or periods to be limited by the intended Act; and, so far as may be necessary, to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To repeal, alter, or amend some of the provisions of Section 25 of the London and North Western Railway (Additional Powers) Act, 1871, with respect to works to be executed for the protection of the Corporation of Liverpool, and to make other provision in lieu thereof; and to empower the Corporation and the Company to make and carry into effect agreements with respect thereto.

To extend the time limited by the Dublin and Drogheda Railway (North Wall Extension) Act, 1869, for the construction of the railway and works by that Act authorised.

To confirm and give effect to certain articles of agreement dated the first day of May 1866, and made between the Company of the first part, the Irish North Western Railway Company of the second part, and the Dundalk and Greenore Railway Company of the third part; also certain articles of agreement dated the sixth day of January, 1870, and made between the Company of the first part, the Irish North Western Railway Company of the second part, and the Dundalk and Greenore Railway Company of the third part; also a memorandum of agreement, dated the third day of July, 1873, and made between the Company of the first part, the Irish North Western Railway Company of the second part, and the Dundalk and Greenore Railway Company of the third part.

To empower the Company to vote at general meetings of the Dublin, Wicklow, and Wexford Railway Company in respect of the capital in shares or stock of that Company from time to time held by the Company, and so far as may be necessary for that purpose to repeal, alter, and amend the provisions of Section 26 of the Dublin, Wicklow, and Wexford Railway Act, 1870.

To sanction and confirm the application and expenditure by the Company of money in or towards the purposes of the undertaking formerly belonging to the Preston and Wyre Railway Harbour and Dock Company, and to empower the Company to apply further moneys in or towards those purposes.

To empower the Company to contribute or subscribe further money towards and to take and hold additional shares in the undertaking of the Manchester South Junction and Altrincham Railway Company.

To empower the Company to contribute or subscribe further money towards the purposes of the Dublin and Drogheda Railway (North Wall Extension) Act, 1869, and to take and hold additional shares in the undertaking of the Dublin and Drogheda Railway Company; and to confer upon the Company further powers of voting at meetings of the Dublin and Drogheda Railway Company.

To empower the Company to contribute towards the funds of the society or association known as the "London and North Western Railway Provident Society."

To empower the Company to grant and issue in their name and under their seal, and upon the security of their undertaking, mortgages, bonds, debentures, or debenture stock in renewal of or in exchange, substitution, or satisfaction for mortgages, debentures, or bonds of the Dundalk, Newry, and Greenore Railway Company; and to provide for the repayment by the last-mentioned Company of the interest or dividend accruing in respect of the mortgages, bonds, debentures, or debenture stock so issued by the Company.

To empower the Company to increase their capital, and to raise a further sum of money for all or any of the purposes of the intended Act and for the general purposes of the Company, by the creation and issue of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by the creation and issue of debenture stock, or by borrowing on mortgage or bond, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

And for the purposes aforesaid it is intended if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):

The Acts directly or indirectly relating to the London and North Western Railway Company, 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 215, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict., caps. 5, 108, 177, 208, and 217; 27 and 28 Vict., caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict., caps. 333, 334, 22, 72, 193, 260, 267, and 316; 29 and 30 Vict., caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict., caps. 94, 95, 113, 144, and 151; 31 and 32 Vict., caps. 21, 38, 49, and 118; 32 and 33 Vict., caps. 78, 103, 109, and 115; 33 and 34 Vict., caps. 79, 84, 112, and 118; 34 and 35 Vict., caps. 12, 64, 86, 114, 183, and 192; 35 and 36 Vict., caps. 87, 134, and 140; and 36 and 37 Vict., caps. 156, 174, 179, 187, 193, 201, and 225.

The Act 21 and 22 Vict. cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company:

The Act 5 and 6 Will. IV, cap. 107; the Great Western Railway (West Midland Amalgamation) Act, 1863; the Great Western Railway (South Wales Amalgamation) Act, 1863; the Great Western Railway (Vale of Neath Amalgamation) Act, 1866; and all other Acts relating to the Great Western Railway Company:

The North and South Western Junction Railway Act, 1871:

The Acts 8 and 9 Vict. cap. 96; and 25 and

26 Vict. cap. 139; and all other Acts relating to the Irish North Western Railway Company:

The Dundalk and Greenore Railway Act, 1863; the Act 36 and 37 Vict. cap. 174; and all other Acts relating to the Dundalk, Newry, and Greenore Railway Company:

The Waterford Wexford Wicklow and Dublin Railway Act, 1846; the Dublin Wicklow and Wexford Railway Act, 1861; and all other Acts relating to the Dublin Wicklow and Wexford Railway Company:

The Acts 5 and 6 Will. IV, cap. 58; 7 Will. IV, caps. 28 and 29; 2 and 3 Vict., caps. 1 and 54; 7 and 8 Vict., cap. 55; 8 and 9 Vict., cap. 125; 9 and 10 Vict., cap. 306; 12 and 13 Vict., cap. 74; 26 Vict. cap. 5; 28 Vict., cap. 22; and 36 and 37 Vict., cap. 179; and all other Acts relating to the Preston and Wyre Railway, Harbour, and Dock Company:

The Act 9 and 10 Vict., cap. 396, and all other Acts relating to the North London Railway Company:

The Acts 8 and 9 Vict., cap. 111; 10 and 11 Vict., cap. 73; 11 and 12 Vict., cap. 58; 21 and 22 Vict., cap. 136; and all other Acts relating to the Manchester South Junction and Altrincham Railway Company:

The Dublin and Drogheda Railway (North Wall Extension) Act, 1869, and all other Acts relating to the Dublin and Drogheda Railway Company.

And notice is also hereby given, that before the 30th day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette will be deposited as follows (that is to say):—As regards the works and lands in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell; as regards the works and lands in the county of Hertford, with the Clerk of the Peace for that county, at his office at St. Albans; as regards the works and lands in the county of Buckingham, with the Clerk of the Peace for that county, at his office at Aylesbury; as regards the lands in the county of Warwick, with the Clerk of the Peace for that county, at his office at Stratford-upon-Avon; as regards the works and lands in the county of Northampton, with the Clerk of the Peace for that county, at his office at Northampton; as regards the works and lands in the county of Stafford, with the Clerk of the Peace for that county, at his office at Stafford; as regards the works and lands in the county of Derby, with the Clerk of the Peace for that county, at his office at Derby; as regards the works and lands in the county of Chester, with the Clerk of the Peace for that county, at his office at Chester; as regards the works and lands in the county of Lancaster, with the Clerk of the Peace for that county, at his office at Preston; and as regards the lands in the county of Cumberland, with the Clerk of the Peace for that county, at his office at Carlisle; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this notice, as published in the London Gazette, will, before the said 30th day of November, be deposited with the parish clerk of each such parish, at his residence; and as relates to the extra-parochial chapelry of Birkenhead, with the Clerk of St. Mary's Church, Birkenhead, and with the parish clerk of the adjoining parish of Bidston, at their

respective residences; and as relates to any other extra-parochial place, with the clerk of some adjoining parish, at his residence.

And notice is hereby further given, that 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, 1873.

R. F. Roberts, Euston Station, and 9, Great George-street, Westminster, Solicitor.
Sherwood, Grubbe, Pritt, and Cameron,
7, Great George-street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1874.

Bristol and Exeter Railway.

(Construction of Railway to Silverton; laying down of Narrow Gauge Rails from Stoke Canon to Cowley Bridge; Hotel at Exeter; Subscription to Undertaking of and Agreement with Culm Valley Light Railway Company; Additional Capital Powers to Bristol and Exeter and Great Western Railway Companies with respect to the Bristol Harbour Railway; Stopping up Road in Bedminster, Revival of Powers to Purchase Land in Pile-street, Bristol; Extension of time for Purchase of Land in Cumberland-road, Bristol, and other powers; Amendment of Acts).

NOTICE is hereby given, that the Bristol and Exeter Railway Company (hereinafter referred to as the Company) intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following among other purposes, that is to say—

To enable the Company to make and maintain the railway and works hereinafter mentioned, or some part or parts thereof respectively, with all needful works, stations; approaches, and conveniences connected therewith respectively, that is to say—

A railway commencing in the parish of Stoke Canon, in the county of Devon, by a junction with the main line of the Bristol and Exeter Railway, at a point at or near the up line distance signal post at the southern end of the Stoke Canon Station, passing thence through or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say:—Stoke Canon, Bramford Speke, Netherex or Netherexe, Thorverton, Rew, Silverton, and Bickleigh, all in the county of Devon, and terminating in the said parish of Silverton, at a point in a field, No. 574, on the Tithe Commutation Map of the said parish of Silverton, in the occupation of Robert Webber, and belonging or reputed to belong, to the trustees of the Egremont and Ilchester estates, or some of them.

To enable the Company, if they think fit, to construct, maintain, and work the said intended new railway as a light railway.

To enable the Company to lay down and maintain along their main line of railway, between the said junction therewith of the said intended new railway and the junction at Cowley Bridge of the Exeter and Crediton Railway with the said main line, two additional rails, to permit of the passage of narrow-gauge trains over such portion of the said main line of railway, and to construct and maintain all such works and conveniences as may be necessary or expedient for the purposes aforesaid.

To enable the Company to cross, alter, divert, or stop up, whether temporarily or permanently, roads, railways, tramways, telegraph apparatus, drains, sewers, navigations, rivers, brooks, streams, watercourses, and gas, water, and other pipes, so far as may be necessary in constructing or main-

taining the said intended railway and works, and 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 deposited plans and sections hereinafter mentioned, to any extent to be authorised by the Bill.

To enable the Company to purchase or acquire lands, houses, and other property, compulsorily or by agreement, for the purposes of the said intended railway and works, and of the Bill, to levy tolls, rates, and charges in respect of the said intended railway and works, to alter existing tolls, rates, and charges, and confer, vary, and extinguish exemptions from payment of tolls, rates, and charges.

To authorise the Company to erect and maintain upon land belonging to them and adjoining their St. David's station, in the city and county of the city of Exeter and county of Devon, some or one of them, an hotel, and to hold, furnish, and work such hotel, or to agree with any person or persons, or with any Company formed or to be formed for the aforesaid purposes, or any of them, for the carrying into execution, either alone or jointly with the Company, the same purposes, or any of them. And to subscribe and contribute towards and to take and hold shares in any Company formed for those purposes.

To authorise the Company to subscribe or contribute towards and to take and hold shares in the undertaking of the Culm Valley Light Railway Company (herein referred to as the Culm Valley Company) authorised by the Culm Valley Light Railway Act, 1873, and in respect of such subscription to appoint a director or directors of that Company.

To confirm any agreement already entered into, or which may be entered into by the Company and the Culm Valley Company, with respect to the lease or sale to the Company of the undertaking of the Culm Valley Company, and the transfer to the Company of all the powers of the Culm Valley Company, and with respect to the sale of superfluous lands belonging to the Culm Valley Company, and for the guarantee by the Company of the debenture debt of the Culm Valley Company, and of the interest thereon.

To authorise the Company to apply their existing funds, and any moneys they have still power to raise, to the purposes of the Bill, and for the same purposes, and the general purposes of their undertaking, to raise additional capital by the creation and issue of new ordinary and preference shares or stock, and by borrowing, upon such terms and conditions as the Bill shall define or Parliament may prescribe.

To revive and extend the powers granted by "The Bristol Harbour Railway Act, 1869," to the Company and the Great Western Railway Company (in that Act and herein referred to as "the two Companies") for the compulsory purchase of lands, houses, and other property in Pile-street, in the parish of St. Mary Redcliff, in the city and county of Bristol.

To extend the time limited by the Bristol and Exeter Railway Act, 1871, for the compulsory purchase by the two Companies of lands and houses and other property in Cumberland-road, in the parish of Bedminster, in the city and county of Bristol.

To authorise the two Companies for the purposes of the Bristol Harbour Railway and Works to stop up the road at the rear of and adjoining the new gaol in the parish of Bedminster, in the city and county of Bristol, and to extinguish all rights of way (if any) over the same road, and to vest the site thereof in the Company.

To authorise the two Companies to acquire compulsorily and by agreement, and to hold lands, houses, and other property in the said parish of Bedminster, between the road so to be stopped up as aforesaid and Cumberland road aforesaid, for the purposes of the Bristol Harbour Railway and the works connected therewith.

To authorise the two Companies for the purposes of "The Bristol Harbour Railway Act, 1866," "The Bristol Harbour Railway Act, 1869," and "The Bristol Harbour Railway Act, 1873," and of the Bill so far as the provisions thereof are to be carried into effect by them, to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock such preference or priority of dividend, interest, or advantages as the Bill may define.

To vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

The Bill will incorporate with itself, and if need be, with variations, 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, and

The Regulation of Railways Act, 1868.

And will, so far as may be necessary or expedient, repeal, alter, extend, and amend the provisions, or some of the provisions, of the following, or some of the following local and personal Acts (that is to say)—6 and 7 Wm. IV., cap. 36, and all other Acts of the Bristol and Exeter Railway Company; the 5th and 6th Wm. IV., cap. 107, and all other Acts relating to the Great Western Railway Company; the before-mentioned Bristol Harbour Railway Acts, and "The Culm Valley Light Railway Act, 1873."

Duplicate plans and sections describing the lines, situation, and levels of the proposed railway and works, and the lands and other property in or through which they will be made, or which are sought to be acquired under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance map, with the 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 29th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, and with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol, 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 20th day of December next.

Dated this 12th day of November, 1873.

Fussell, Prichard, and Swann, Bristol,
Solicitors for the Bill.

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

In Parliament.—Session 1874.

Kew and other Bridges Act, 1869,
Amendment.

(Further Borrowing Powers to Joint Committee appointed by Act, and to Metropolitan Board of Works—Powers as to Hampton Court, Chingford, and Tottenham Mills Bridges, and Amendment of Acts).

NOTICE is hereby given, that the Bridges Joint Committee of the Corporation of London and Metropolitan Board of Works (who are herein referred to as the Committee, and who were incorporated by "The Kew and other Bridges Act, 1869") intend to apply to Parliament, in the next Session thereof, for leave to bring in a Bill to effect the following, or some of the following, among other objects:—

To increase the borrowing powers conferred by the said Act upon the Committee, and to enable the Metropolitan Board of Works out of any moneys or funds belonging to them, or under their control, to advance and lend to the Committee any money which the Committee have still power to borrow, or by the intended Act may be authorised to borrow.

To authorise the Committee to raise upon the credit of the wine and coal duties for the year ending the 5th day of July, 1889, a sum involving a total repayment beyond £300,000; but the Bill will provide that all sums charged upon the said duties beyond the said £300,000 shall be a second charge upon those duties.

To transfer to the Committee all the rights and powers vested in the Crown under the 8th section of the 23rd George II., cap. 37, intituled "An Act for Building a Bridge cross the River Thames, from Hampton Court, in the county of Middlesex, to East Moulsey, in the county of Surrey," and to enable the Committee to acquire all the right, title, interest, and property of the present owner, or of the owner for the time being, of the existing Hampton Court Bridge, upon the terms specified in the said section.

To amend the said last-mentioned Act, and also to alter and enlarge some of the powers and provisions of the Kew and other Bridges Act, 1869, and to extend and, if need be, to revive all the powers conferred upon the Committee by the said Act, of 1869, so far as the same relate to Hampton Court Bridge over the River Thames, and Chingford Bridge and Tottenham Mills Bridges over the River Lea, subject nevertheless to any alteration or extension of those powers to be provided for in or by the Bill, and so far as may be necessary the Bill will amend the following and any other Acts relating to the Metropolitan Board of Works, namely:—"The Metropolis Management Act, 1855," "The Metropolis Management Amendment Acts, 1856 and 1862," "The Thames Embankment and Metropolis Improvement (Loans) Acts, 1864 and 1868," "The Metropolitan Board of Works (Loans) Acts, 1869 to 1871," and the several London Coal and Wine Duties Continuance Acts; and the Bill will vary and extinguish all existing rights and privileges, so far as may be necessary, for any of the purposes of the Bill.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 13th day of November, 1873.

J. E. Wakefield, Clerk to the Committee,
Spring Gardens, S.W.

T. J. Nelson, Solicitor for the Bill, Guild-
hall, London.

In Parliament.—Session 1874.

Blyth and Tyne Railway.

(Extension of Warkworth Extension; Additional Lands and Capital; Amendment of Acts.)

NOTICE is hereby given, that the Blyth and Tyne Railway Company (hereinafter referred to as the Company) intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

To enable the Company to make and maintain the following railway and works, or any of them, or any part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith, all in the county of Northumberland (that is to say):

A railway commencing in the parish of Bothal, and township of Bothal Demesne, by a junction with the constructed portions of the Warkworth Extension, at or about a point thereon where the township road from High Hirst to Ashington Colliery is carried over the same by means of a bridge, and terminating by a junction with the Amble Branch of the North-Eastern Railway, in the parish of Warkworth, and township of East Chivington, at a certain point thereon three and one-third furlongs or thereabouts from the point where the private railway of the Broom Hill Colliery joins the same branch, measured in the direction of the main line of the North-Eastern Line, and passing through the parishes, townships, and extra-parochial places of Bothal, Woodhorn, Widdrington, Ulgham, Chevington otherwise Chivington, Warkworth, Ellington, Cresswell, Hirst, North Hirst otherwise Hurst, Linton otherwise Lynton, Lynmouth otherwise Lynemouth, Woodhorn, North Seaton, Woodhorn Demesne, Old Moor, Bothal Demesne, Ashington, Sheepwash, Longhurst otherwise Longhirst, Morpeth, Pegswood otherwise Pegsworth, Drudridge, North Stead, Stobswood, Ulgham Grange, Bullock's Hall, East Chevington, West Chevington, Hadstone, Togstone, Haukley Gloster Hill, Amble, Birling, Brotherwick, High Buston, Low Buston, Sturton Grange, Walk Mill, Morwick, Acklington Park, Acklington, or some of them, all in the county of Northumberland.

To enable the Company to cross, alter, divert, or stop up, whether temporarily or permanently, roads, railways, tramways, telegraph apparatus, drains, sewers, navigations, canals, rivers, brooks, streams, watercourses, gas, water, and other pipes, so far as way be necessary for any of the purposes of the Bill, and to deviate horizontally and vertically from the lines and levels of the said railway and works, as shown upon the deposited plans and sections hereinafter mentioned, to any extent to be authorised by the Bill.

To enable the Company to acquire compulsorily, and by agreement for the purposes of the said intended railway and works, and of the Bill, lands, houses, and other property, and any interest in lands, or rents, or profits issuing thereout or arising therefrom; to levy tolls, rates, charges, and duties in respect of the said intended railway and works; to alter existing tolls, rates, charges, and duties; and to confer, vary, or extinguish exemptions from payment of tolls, rates, charges, and duties.

To authorise the Company to apply their existing funds, and any moneys they have still power to raise, to the purposes of the Bill, and for the same purposes and for the general purposes of their undertaking to raise additional capital by the creation and issue of new ordinary and preference shares or stock, and by borrowing, and to make other arrangements with reference to the share

and loan capital of the Company, or the augmentation thereof.

To vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

The Bill will incorporate with itself, and if need be with variations, the necessary provisions of the following Acts, namely, "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 Railway Clauses Act, 1863;" and will, so far as may be necessary or expedient, repeal, alter, extend, and amend the provisions, or some of the provisions, of the following, or some of the following, Acts (local and personal), that is to say, "The Blyth and Tyne Railway (Consolidation and Extensions) Act, 1854;" "The Blyth and Tyne Railway Amendment Act, 1857;" "The Blyth and Tyne Railway Amendment Act, 1861;" "The Blyth and Tyne Railway Act, 1864;" "The Blyth and Tyne Railway Act, 1867;" "The Blyth and Tyne Railway Act, 1872;" and any other Act relating to the Company, and any Act relating to the North-Eastern Railway Company.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Northumberland, at his office at Newcastle-on-Tyne; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish 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 20th day of December next.

Dated this 12th day of November, 1873.

R. P. and H. Philipson, Newcastle-upon-Tyne, Solicitors for the Bill.

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

In Parliament.—Session 1874.

Midland and Hereford, Hay, and Brecon Railways.
(Lease to Midland Railway Company of Undertaking of Hereford, Hay, and Brecon Railway Company; Power to enter into Agreements with Great Western and London and North Western Railway Companies as to Use of Stations at Hereford, &c.; 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 an Act to authorise and empower the Midland Railway Company to lease the undertaking of the Hereford, Hay, and Brecon Railway Company and the stations, works, and conveniences connected therewith in perpetuity, or for such term of years as may be fixed by the intended Act, at such rent, or

for such price or consideration, or annual or other payments, and upon such terms and conditions as have been or may be agreed upon between the said Companies, or as may be fixed and determined in and by the said intended Act, and to empower the Hereford, Hay, and Brecon Railway Company to grant such lease and to make all necessary and proper provisions for carrying the same into effect :

To transfer to and vest in the Midland Railway Company, during the continuance of such lease, all the rights, powers, privileges, authorities, liabilities, and obligations, whether with reference to the levying of tolls, rates, and charges, or otherwise, which at the time of such lease coming into operation may be vested in or may attach to or might be held, exercised, or enjoyed by the Hereford, Hay, and Brecon Railway Company in reference to their undertaking or the undertaking of any other Company :

To confirm any agreement or agreements which have been made or may be made between the said Companies in relation to the matters aforesaid, or any of them :

To authorise the Midland Railway Company on the one hand, and the Great Western Railway Company and the London and the North Western Railway Company or either of those Companies on the other hand, to make and carry into effect agreements for the use by the Midland Railway Company of the stations at Hereford belonging to those Companies or either of them, together with the watering-places, booking-offices, warehouses, sidings, works, and conveniences connected therewith respectively ; and to confirm and give effect to any agreements having relation to the matters aforesaid made or to be made prior to the passing of the intended Act :

To vary or extinguish all rights and privileges inconsistent with the objects of the said intended Act, and to confer other rights and privileges :

To alter, amend, and enlarge or repeal so far as may be necessary some or all of the powers and provisions of the several Acts (local and personal) following or some of them (that is to say) : Acts relating to the Midland Railway Company : 7 and 8 Vict. caps. 18 and 59 ; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181 ; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340 ; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270 ; 11 and 12 Vict. caps. 21, 88, and 131 ; 14 and 15 Vict. caps. 57, 88, and 113 ; 16 Vict. cap. 33 ; 16 and 17 Vict. cap. 108 ; 19 and 20 Vict. cap. 54 ; 22 and 23 Vict. caps. 40, 130, and 136 ; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91 ; 24 and 25 Vict. caps. 57, 106, and 139 ; 25 and 26 Vict. caps. 81, 90, 91, and 173 ; 26 and 27 Vict. caps. 74, 82, 182, and 183 ; 27 and 28 Vict. caps. 164, 230, 231, and 245 ; 28 and 29 Vict. caps. 98, 327, 335, and 359 ; 29 Vict. cap. 90 ; 29 and 30 Vict. caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351 ; 30 and 31 Vict. caps. 27, 170, 185, and 207 ; 31 and 32 Vict. caps. 43 and 49 ; 32 and 33 Vict. caps. 25, 83, and 115 ; 33 and 34 Vict. cap. 63 ; 34 and 35 Vict. caps. 11, 39, 86, and 192 ; and 35 and 36 Vict. caps. 57, 118, 140, 178, and 182 ; 36 and 37 Vict. caps. 54, 153, 187, and 210 ; and any other Act or Acts relating to the Midland Railway Company :

Acts relating to the Hereford, Hay, and Brecon Railway Company : "The Hereford, Hay, and Brecon Railway Act, 1859 ;" "The Hereford, Hay, and Brecon Railway (Deviation) Act, 1860 ;" "The Hay Railway Act, 1860 ;" "The Hereford, Hay, and Brecon Railway Act, 1862 ;" "The Hereford, Hay, and Brecon Railway Act, 1863 ;" "The Brecon and Merthyr Railway (Amalgama-

tion) Act, 1865 ;" "The Brecon and Merthyr Railway (Arrangement) Act, 1868," and "The Hereford, Hay, and Brecon Railway Act, 1869," and any other Acts, relating to the Hereford, Hay, and Brecon Railway Company :

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

Dated this 10th day of November, 1873.

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

Tilleard, Godden, and Holme, 34, Old Jewry ; Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

Kingston-upon-Hull Docks.

(Alteration or repeal of Section 145 of Hull Docks Act, 1861 ; further Powers as to Removal of Goods and use of Docks by Vessels ; also as to Prince's Dock and Humber Dock ; Increase of Subscription of Hull Trinity House ; Amendment of Acts.)

NOTICE is hereby given, that the Dock Company at Kingston-upon-Hull intend to apply to Parliament in the next Session thereof for leave to bring in a Bill to alter, amend, and enlarge some of the powers and provisions of the several Acts relating to the Company, namely,— "The Kingston-upon-Hull Dock Acts," passed respectively in the years 1774, 1802, 1805, 1844, 1845, 1847, 1849 ; "The Kingston-upon-Hull Dock Amendment Act, 1854 ;" "The Hull Docks Acts, 1861, 1864, 1866, 1867, and 1873 ;" and to repeal certain parts of those Acts, or of some of them, and to make other provisions instead thereof.

And it is intended by the said Bill to apply for the following powers :—

To amend and if necessary to repeal wholly or in part Section 145 of "The Hull Docks Act, 1861," and to admit of the payment of a dividend not exceeding £7 per centum per annum on the ordinary capital for the time being of the Company freed and discharged from the several conditions contained in the said section with respect to the payment of dividends.

To confer upon the Company further powers as to the removal of goods from the Dock Quays, and to enable the Company to impose penalties if goods are not removed within a reasonable time, and also when necessary to remove such goods.

To shorten the time allowed by the said Act of 1861 for vessels remaining in any of the Docks of the Company.

To authorise the Company to set apart particular docks or parts of the docks for the special use of steam vessels and of vessels engaged in particular trades, or for the use of any particular vessels, and also to charge for the special accommodation which may be so afforded to any vessel, and also to empower the Company to appropriate any dock or docks for the reception of vessels whereof the cargoes are to be loaded and discharged by the Company, and also to enable the Company to charge for such loading and discharging :

To authorise the Company to construct and maintain on and near to their quays, depôts, sheds, steam engines, cranes, hoisting and weighing machines, tanks, and other con-

veniences, and to make charges in respect thereof, with power also to let the same.

To empower the Company, as regards the Prince's Dock and the Humber Dock, to add a warehouse of one storey to the sheds for the time being on the east side of those docks, and to enclose the roads and quays there, and to appropriate the sites thereof for the purposes of their undertaking, and to abolish all rights of way over the same, but the exercise of these powers is to be dependent upon the Local Board of Health of the borough of Kingston-upon-Hull previously making and opening to the public a street improvement on the east side of the said Docks between White Friar-gate and Minerva-terrace.

To enable the Hull Trinity House to subscribe for and hold further shares in the capital of the Company.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 10th day of November, 1873.

W. H. Moss, Solicitor, Hull.

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

In Parliament.—Session 1874.

Tunbridge Wells Gas Company.

(New Lands; Additional Works; Extension of Limits of Supply in Tunbridge, Penbury, Speldhurst, and Frant; Increase of Capital; Power to use Patents; Other provisions affecting the Company's Proprietors and Consumers, the Tunbridge Wells Improvement Commissioners and Local Board and the Public; Amendment of Act; Incorporation of General Acts.)

THE Tunbridge Wells Gas Company (incorporated by the Tunbridge Wells Gas Act, 1864) intend to apply to Parliament next Session for an Act to authorize the Company to effect the purposes, or some of the purposes following, viz.:

1. To purchase, take on lease, or otherwise acquire, compulsorily or by agreement, the lands and hereditaments following, or some part thereof, viz.:

Several pieces of arable, pasture, and woodland, and land covered with water (hereinafter referred to as the New Gas Lands), situate in Speldhurst parish, in Kent, and Frant parish, in Kent and Sussex, respectively numbered 62 on the Tithe Commutation Map for Speldhurst parish, and 29, 147, 148, and 149 on the Tithe Commutation Map for Frant parish, and called Birchwood, Birchwood Meadow, Birchwood Shaw, Cinder Bank, Cinder Bank Shaw, Ash Plot, and the County Stream, all lying together, and belonging or reputed to belong to the Right Honorable the Earl of Abergavenny, and occupied by the said Earl and his tenants, the Executors of the Will of the late James Barnett, deceased, and bounded north by lands numbered respectively 154 on the Tithe Commutation Map for Speldhurst parish, and belonging or reputed to belong to John Heugh, Esq., and occupied by him, and by lands numbered respectively 61 and 62 on the same map, and belonging or reputed to belong to the said Earl, and occupied by the said Executors of the Will of James Barnett, south by the Tunbridge Wells and Uckfield Branch of the London, Brighton, and South Coast Railway, east by lands numbered 149 on the Tithe Commutation Map for Frant parish, and belonging or

reputed to belong to the said Earl, and occupied by the said Executors of the Will of James Barnett, and west by lands numbered 153 on the Tithe Commutation Map for Speldhurst parish, and belonging or reputed to belong to the said John Heugh, and occupied by him, and by land numbered 28 on the Tithe Commutation Map for Frant parish, and belonging or reputed to belong to the said John Heugh, and occupied by him.

2. To purchase, take on lease, or otherwise acquire compulsorily or by agreement, for roads, ways, or rights of way, and other purposes, other lands in the same parishes or easements over such lands.

3. To construct and maintain upon the New Gas Lands, gasworks and works connected therewith, including works for the manufacture, conversion, or utilization, and distribution of materials used in and about the manufacture of gas, and of residual products resulting from such manufacture, and upon those lands to manufacture gas, and to manufacture, convert, utilize, and distribute such materials and residual products as aforesaid, and also on those lands and other lands to store gas, and erect houses and other buildings.

4. To extend the Company's limits of supply, and the powers of their Act of 1864, and of the intended Act, to and over so much of the several parishes of Tunbridge, Pembury, and Speldhurst, in Kent, and the parish of Frant, in Kent and Sussex, as lies within a circle drawn with a four-mile radius from the west door of Trinity Church, in the town of Tunbridge Wells, except such parts of the parishes of Tunbridge and Speldhurst as are now excepted from the Company's limits of supply.

5. To lay down, maintain, and renew mains, pipes, and other works in, through, across, and under, and for that purpose to break up and otherwise deal with streets, roads, bridges, canals, towing-paths, railways, highways, and other places within the several parishes and places named in this Notice, or any of them.

6. To take, hold, and use, licences or authorities under letters patent for the use of inventions relative to the manufacture, conversion, utilization, or distribution of gas, and of such materials and products as aforesaid.

7. To raise more money by the creation of new shares or stock (preferential or otherwise), and by borrowing on mortgage or bond, and to create and issue debenture stock.

8. To discontinue the Company's present works, and to sell, let, or dispose of such works, and their existing houses and buildings, and the site thereof, or the materials of such works and buildings, and all or any other lands now belonging to the Company.

9. And it is intended to incorporate with the intended Act, the Gas Works Clauses Act, 1871, or some part thereof, and apply the same to the Company's existing undertaking as well as to the proposed new works and the extended limits, and to amend The Tunbridge Wells Gas Act, 1864, as regards the recovery of charges for gas, and as regards testing and burner and experimental meter, and the quality and illuminating power of the gas, and also as regards the following matters, viz.:(a) the times for holding ordinary general meetings, (b) the scale of voting by proprietors, (c) the number and qualification of directors, (d) the reduction of their number, (e) their rotation, (f) the quantity of land which the Company may take and hold, (g) the taking of lands compulsorily, (h) the provision of meters for public lamps, and (j) the delivery of accounts to the Clerks of the Peace.

10. To empower the Company to provide and fix and maintain the meters for public lamps at the expense of the Commissioners for the Improvement of Tunbridge Wells or the Local Board thereof, and to authorize such Commissioners or Board to apply their rates and funds accordingly.

11. To empower the Gas Examiner to open streets, roads, passages and places within the Company's limits of supply (as proposed to be extended) for the purpose of testing their gas.

12. To give further rights and remedies to the Company, and to make further provisions affecting consumers, and to vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, and to confer other rights and privileges.

13. On or before the 29th day of November instant, plans of the lands and houses which may be compulsorily taken under the powers of the intended Act, with a book of reference thereto, and a copy of this Notice, will be deposited for public inspection at the Office of the Clerk of the Peace for Kent, at Maidstone, in that county, and at the Office of the Clerk of the Peace for Sussex, at Lewes, in that county, and with the parish clerk of each of the said parishes of Speldhurst and Frant, at his residence.

14. On or before the 20th day of December, 1873, printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons.—Dated this 12th day of November 1873.

Thomas Fox Simpson, Solicitor, Tunbridge Wells.

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

In Parliament.—Session 1874.

Ystrad Gas and Water Company.

(Alteration of Maximum Price of Gas; Revival of Power and Extension of Time for making certain Gas Works; Amendment of Acts and Provisional Order).

NOTICE is hereby given, that the Ystrad Gas and Water Company intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to amend or repeal the 44th Section of "The Ystrad Gas and Water Act, 1868," and the 11th and 13th Clauses of "The Ystrad Gas and Water Order, 1872," relating to the price to be charged by the Company for the supply of gas, and to substitute such increased maximum or limited price for the supply of gas as the Bill may define, or as Parliament shall fix and determine, and if expedient to provide for the alteration from time to time of such maximum or limited price in proportion to the cost for the time being of the labor and materials employed in the manufacture of gas.

The Bill will also revive the power of constructing certain gas works in the parish of Llantrissant, conferred on the Company by the said Order of 1872, and extend the time limited by that Order and by the Gas and Water Works Facilities Act, 1870, for commencing and completing such works; and it will also amend the said Acts and Provisional Order in the aforesaid and other respects.

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 5th day of November, 1873.

C. F. and G. James, Solicitors, Merthyr Tydfil.

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

In Parliament.—Session 1874.

Nottingham Waterworks Company.

(Extension of Limits for Supply of Water; Additional Lands; Increase of Capital; Amendment of Acts.)

THE Nottingham Waterworks Company (hereinafter called the Company) intend to apply to Parliament in the ensuing session thereof for leave to bring in a Bill for the following, or some of the following among other purposes, that is to say:—

To enable the Company to supply with water the following townships, parishes, and places, or some or one of them, or some part or parts thereof respectively, that is to say:—Arnold, Papplewick, Bulwell, Nuthall otherwise Nuttall, so much of Greasley (detached) as is situate between Nuthall and Bulwell, and so much also of Greasley as is included in the ecclesiastical parish or district of Kimberley, Bilborough, Wollaton, Bramcote, Beeston, Attenborough, Wilford, West Bridgeford, Colwick, and Gedling, all in the county of Nottingham, and to extend all or some of the powers and provisions of the existing Acts of the Company and of the Bill to such townships, parishes, and places, or some or one of them, or some part or parts thereof, respectively, and to enable the Company to take rents, charges, and remunerations, and to exercise other needful powers within such extended limits.

To confirm to the Company the holding and use of the lands, hereditaments, and property now held or used, or agreed to be held or used by them, and to confirm all or any deeds and agreements relating thereto, and to enable the Company to acquire, by agreement, other lands, hereditaments, and property for the purposes of their undertaking.

To enable the Company to raise additional capital by the creation and issue of new shares or stock, upon such terms and conditions as the Bill may define or as Parliament may prescribe.

To enable the Company to borrow further sums of money, on mortgage or otherwise.

To vary or extinguish, if and so far as may be necessary, all rights and privileges which would interfere with the objects of the Bill, and to confer, if and so far as may be necessary, other rights and privileges, and if and so far as may be necessary, to vary and enlarge certain of the provisions of "The Nottingham Waterworks Act, 1845," and "The Nottingham Waterworks Amendment Act, 1854," and to confer upon the Company all needful powers for preventing the water supplied by them from being fouled, contaminated, wasted, or misused.

To incorporate with the Bill (so far as may be necessary for the purposes thereof) all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and, if need be, to vary the same or some parts thereof.

Printed copies of the proposed Bill will be deposited, on or before the 20th day of December next, in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1873.

Walter Browne, Nottingham, Solicitor for the Bill.

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

In Parliament.—Session 1874.

London and North Western Railway.

(Wales.)

(Railways, Works, and Additional Lands in the counties of Glamorgan, Brecon, Monmouth, Carmarthen, and Merioneth; Running Powers to the Company over a portion of the Railway of the Ebbw Vale Steel Iron and Coal Company, Limited, and over a portion of the Railways of the Monmouthshire Railway and Canal Company and Agreements with that Company; Additional Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the London and North Western Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the railways following, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

Four railways, to be called the "Merthyr Extension Railways" (that is to say):

Railway No. 1, to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the Dowlais Extension Railway of the Company at a point thereon ninety yards or thereabouts south-east of the mile post on the said Railway near Ivor Junction denoting eighteen and a quarter miles, and terminating by a junction with the railway from Brecon to Merthyr of the Brecon and Merthyr Tydfil Junction Railway Company at a point thereon one hundred and seven yards or thereabouts south-east of the mile post thereon denoting nineteen miles;

Railway No. 2, to be wholly situate in the said parish of Merthyr Tydfil, commencing by a junction with the said Dowlais Extension Railway at a point thereon one hundred and twenty-three yards or thereabouts north-east of the weighing machine office on the said Railway near Ivor Junction, and terminating by a junction with Railway No. 1 at or near the new public road leading from Dowlais to Pantyscallog, at a point eighty yards or thereabouts south-east of the east corner of the Pant Hospital;

Railway No. 3, commencing in the said parish of Merthyr Tydfil by a junction with Railway No. 1 at a point two hundred and fifty yards or thereabouts south-east of the mile post on the railway from Brecon to Merthyr of the Brecon and Merthyr Tydfil Junction Railway Company denoting nineteen miles, and terminating in the said parish of Merthyr Tydfil by a junction with the Vale of Neath Railway of the Great Western Railway Company, at a point thereon seventy-two yards or thereabouts south of the junction of the Brecon and Merthyr Tydfil Junction Railway with the said Vale of Neath Railway, which intended railway will be wholly situate in the said parish of Merthyr Tydfil and the parish of Faenor, in the county of Brecon;

Railway No. 4, to be wholly situate in the said parish of Merthyr Tydfil, commencing by a junction with Railway No. 3 at a point one hundred and twenty-seven yards or thereabouts north-west of the Llwyn-celyn Signal Box on the Brecon and Merthyr Tydfil Junction Railway, and terminating by a junction with the mineral railway called the Gethin Railway, at a point thereon twenty-five yards or thereabouts south-east of the said Llwyn-celyn Signal Box;

With power to the Company to stop up and discontinue as a public highway so much of the old public road leading from Dowlais to Pantyscallog as lies between the point where such road is crossed on the level by the Brecon and Merthyr Tydfil Junction Railway and the point where such road is proposed to be crossed by Railway No. 1, and to appropriate to the purposes of the said intended railways the portion of road so to be stopped up and discontinued:

Five railways (to be called the "Abersychan Extension Railways"), to be wholly situate in the parish of Trevethin, in the county of Monmouth (that is to say):

Railway No. 1, commencing by a junction with the Brynmawr and Blaenavon Branch of the Company's Railway at or near the termination thereof at Blaenavon, and terminating at a point twenty-six yards or thereabouts north-east of the occupation bridge that carries the Pentwyn and Talywain Railway over the road or footpath from Abersychan to the Abersychan Ironworks of the Ebbw Vale Steel, Iron, and Coal Company, Limited;

Railway No. 2, commencing by a junction with Railway No. 1 at a point one hundred and eighty-seven yards or thereabouts, south-east of the termination at Blaenavon of the Company's said Branch Railway, and terminating by a junction with the Mineral Railway in the occupation of John Vipond and Company, Limited, at or near the top of the incline connecting the said Mineral Railway with the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company near Cwm Avon;

Railway No. 3, commencing by a junction with Railway No. 1, at a point three hundred and twenty-seven yards or thereabouts, east of the point where the public road from Blaenavon to Abersychan crosses the Cwm Ffrwyd Branch of the Monmouthshire Railway and Canal Company on the level at Talywain, and terminating by a junction with the said Cwm Ffrwyd Branch, at a point thereon twenty yards or thereabouts east of the point where the said public road crosses the said Cwm Ffrwyd Branch;

Railway No. 4, commencing by a junction with the said Cwm Ffrwyd Branch at a point thereon, eighty yards or thereabouts west of the before-mentioned point, where the said public road crosses the said Cwm Ffrwyd Branch, and terminating by a junction with Railway No. 1, at a point two hundred and sixty-seven yards or thereabouts north of the occupation bridge that carries the Pentwyn and Talywain Railway over the road or footpath from Abersychan to the Abersychan Ironworks of the Ebbw Vale Steel Iron and Coal Company, limited;

Railway No. 5, commencing by a junction with the Pentwyn and Talywain Railway of the Ebbw Vale Steel, Iron, and Coal Company, Limited, at a point thereon thirty yards or thereabouts, east of the overflow weir of the Castle Pond at Talywain, and terminating by a junction with Railway No. 4, at a point two hundred and thirteen yards or thereabouts south-east of the said overflow weir:

A railway (to be called the "Penclawdd Branch Extension"), to be wholly situate in the parish of Llanrhidian, in the county of Glamorgan, commencing by a junction with the Penclawdd Branch Railway of the Company, at or near the existing termination thereof at the Penclawdd Station, and terminating at or near the farmhouse known as Tyr-Gill, and numbered on the tithe map of the said parish of Llanrhidian, 622;

A railway (to be called the "Bettws Extension"), to be situate wholly in the parish of Festiniog, in the county of Merioneth, commencing by a junction with the authorised Bettws and Festiniog Railway of the Company, at a point two hundred and sixty-four yards or thereabouts, north of the high-level bridge which carries the tramway of the Welsh Slate Company over the Festiniog Railway, and terminating at a point fifty-five yards or thereabouts north of the Dyffws Branch of the Festiniog Railway, measured from a point on that railway, one hundred yards or thereabouts north-west of the Market Hall at Blaenau-Festiniog ;

A railway (to be called the "Dyffws Junction"), to be situate wholly in the parish of Festiniog, commencing by a junction with the said Dyffws Branch, at a point thereon fifty-five yards or thereabouts north-west of the said Market Hall, and terminating at a point forty yards or thereabouts north-east of the said Dyffws Branch, at a point thereon two hundred and fifty yards or thereabouts north-west of the said Market Hall ;

To authorise the construction of the said intended Bettws Extension and Dyffws Junction Railways on a gauge of two feet, or such other gauge as may be provided for by the intended Act, and so far as may be necessary to alter and amend the provisions of the Act 9 and 10 Victoria, cap. 57 :

To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings, for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, the lands, houses, and buildings following, or some of them (that is to say) :

Certain lands, houses and buildings in the parish of Swansea, in the county of Glamorgan, lying on the south side of the railway of the Company, forming part of their Swansea Lines undertaking, and near the old infirmary :

With power to the Company to alter the levels of so much of the public road which passes in front of the old infirmary as lies between the south-west corner of that infirmary and a point one hundred and fifty yards or thereabouts south-west of that corner, and to alter the levels of so much of the public road leading out of the first-mentioned road, and passing under the said railway of the Company, as lies between its junction with the said first-mentioned road and a point sixty yards or thereabouts north of that junction, and to make and maintain a bridge over the portion of the first-mentioned road, so intended to be altered :

Certain other lands, houses, and buildings in the same parish, lying on the north side of the said railway of the Company, and between Paxton-street, Sloane-street, Bathurst-street, and the road to the docks :

Certain other lands, houses, and buildings in the same parish, lying on the north side of the same railway, and between the Company's locomotive yard and their Victoria-street station :

Certain lands, houses, and buildings in the parish of Llangadock, in the county of Carmarthen, lying partly on the east and partly on the west sides of the Vale of Towy Railway, and adjoining or near to the Llangadock Station on that railway ;

Certain lands, houses, and buildings in the parish of Festiniog, in the county of Merioneth, lying on the west side of and adjoining the turnpike road leading from Bettws to Festiniog, and east of the parish road leading from Rhiwbrydir to Tan-y-Grisiau and north of

and near to the Dyffws Branch of the Festiniog Railway ;

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

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, streets, highways, railways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes, townships, and other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act :

To authorise the Company to levy, demand, and recover tolls, rates, and charges for or in respect of the said intended railways and works, and to grant exemptions from the payment of tolls, rates, and charges :

To empower the Company and the Llanelly Railway and Dock Company (hereinafter called "the Llanelly Company") to make and carry into effect agreements with respect to the acquisition, use, and appropriation by and between them of the said lands in the parish of Llangadock, which may be purchased or acquired under the authority of the intended Act :

To empower the Company to pass over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon payment of such tolls or charges, and upon such terms and conditions as may be agreed upon, or as, failing agreement, may be prescribed by or settled and determined under the provisions of the intended Act, the portion of railway next hereinafter described, together with the stations, watering places, water, booking offices, warehouses, wharves, sidings, approaches, works, and conveniences connected therewith (that is to say) :

So much of the railway in the occupation of the Ebbw Vale Steel Iron and Coal Company, Limited, called the Upper Line, as lies between the termination of that railway at Talywain and its junction with the Pentwyn and Talywain Railway, in the occupation of that Company ;

To empower the Company and the Ebbw Vale Steel Iron and Coal Company, Limited, to make and enter into and carry into effect agreements with respect to the use of the before mentioned portion of railway :

To empower the Company to pass over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon payment of such tolls or charges, and upon such terms and conditions as may be agreed upon, or as, failing agreement, may be prescribed by or settled and determined under the provisions of the intended Act, the railway next hereinafter described, together with the stations, watering places, water, booking offices, warehouses, wharves, sidings, approaches, works, and conveniences connected therewith (that is to say) :

The Monmouthshire Company's Cwm Ffrwyd Branch Railway, or any part or parts thereof :

To empower the Company and the Monmouthshire Company to make and enter into and carry into effect agreements with respect to the user by the Company of the said Branch Railway, and with respect to the interchange and transmission of traffic between and over their respective railways ; and with respect to the user by each or either of the two Companies of some portion of the railways and works of the other Company, in-

cluding any railways which each or either of the two Companies may be authorised to construct by any Act to be passed in the next session of Parliament; and with respect to the station and terminal accommodation and other facilities and services to be afforded and rendered by each of the two Companies to the other of them; and with respect to the division and apportionment of the receipts arising from traffic and otherwise in relation thereto; and to confirm any agreement entered into between the two Companies in relation to any of the matters aforesaid:

To empower the Company to increase their capital, and to raise a further sum of money for all or any of the purposes of the intended Act by the creation and issue of new shares with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by the creation and issue of debenture stock, or by borrowing on mortgage or bond, or by any of such means; and also to apply to all or any of such purposes any capital or funds belonging to the Company:

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say): the Acts directly or indirectly relating to the London and North-Western Railway Company, 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396: 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 28; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216 and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21, Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66 and 110; 123, 128, 130, 208, and 223; 25 and 26 Vict., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict., caps. 5, 108, 177, 208, and 217; 27 and 28 Vict., caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict., caps. 333, 334, 22, 72, 193, 260, 267, and 316; 29 and 30 Vict., caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict., caps. 94, 95, 113, 144, and 151; 31 and 32 Vict., caps. 21, 38, 49, and 118; 32 and 33 Vict., caps. 78, 108, 109, and 115; 33 and 34 Vict., caps. 79, 84, 112, and 118; 34 and 35 Vict., caps. 12, 64, 86, 114, 183, and 192; 35 and 36 Vict., caps. 87, 134, and 140; and 36 and 37 Vict., caps. 156, 174, 179, 187, 193, 201, and 225:

The Acts 16 and 17 Vict., cap. 169; 21 and 22 Vict., cap. 147; 23 and 24 Vict., cap. 161; and 31 and 32 Vict., cap. 37, and all other Acts relating to the Llanelli Railway and Dock Company.

The Acts 8 and 9 Vict., cap. 169, and 11 and 12 Vict., cap. 120, and all other Acts relating to the Monmouthshire Railway and Canal Company:

And notice is also hereby given, that before the 30th day of November instant maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited as follows (that is to say): as regards the works and lands wholly in

the county of Glamorgan, and the works partly in that county and partly in the county of Brecon, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; and as regards the last-mentioned works also with the Clerk of the Peace for the county of Brecon, at his office at Brecon; as regards the works in the county of Monmouth, with the Clerk of the Peace for that county, at his office at Newport; as regards the lands in the county of Carmarthen, with the Clerk of the Peace for that county, at his office at Llandovery; and as regards the works and lands in the county of Merioneth, with the Clerk of the Peace for that county, at his office at Dolgelly; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, together with a copy of this notice as published in the London Gazette, will, before the said 30th day of November, be deposited with the parish clerk of each such parish at his residence; and as relates to any extra-parochial place, with the clerk of some adjoining parish at his residence:

And notice is hereby further given, that 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, 1873.

R. F. Roberts, Euston Station, and 9 Great George-street, Westminster, Solicitor.
Sherwood, Grubbe, Pritt, and Cameron, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

Plymouth, Stonehouse, and Devonport Tramways.

(Construction of Additional Street Tramways in the Parish of Stoke Damerel; Provisions as to User, Repair, &c., of Streets and Roads; Purchase of Lands; Tolls; User of Tramways; Agreements with other Bodies and Companies; Additional 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 effecting the objects or some of the objects following (that is to say):—

1. To authorise and empower the Plymouth, Stonehouse, and Devonport Tramways Company (hereinafter called "the Company") to construct and maintain the street tramways described in this notice or some or one of them or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

2. The particular description given in this notice of any proposed tramway or tramways, is to be read in connection with and subject to the following general description and interpretation.

Note 1. The expression "centre line" used with reference to any street, is intended to mean an imaginary line drawn along the centre of the street.

Note 2. All distances given from the tramway to the centre line of any street or to any point, are to be taken as measured from the centre of the particular tramway.

Note 3. Where, in the description of any of the proposed tramways any distance is given with reference to any street 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 a

street is to be taken (unless otherwise stated) as opposite the centre of the street.

3. The tramways proposed to be authorised by the Bill, are the following:—

A Tramway (No. 1) wholly situate in the parish of Stoke Damerel, in the county of Devon, commencing in Cumberland-road by a junction with the Tramway (No. 3) authorised by the "Plymouth, Stonehouse, and Devonport Tramways Act, 1870," at a point nearly opposite the south-western entrance to the Raglan Barracks from Cumberland-road, and thence proceeding in a westerly direction along that road, and into and along Cumberland-street, and thence curving in a northerly direction into and along Chapel-street, and thence curving in a westerly direction into and along Fore-street and terminating in the last-mentioned street at a point one chain west of the junction of Tavistock-street with Fore-street.

Tramway No. 1 will consist throughout of a single line of rails, except between Tavistock-street and its termination as above described, between which points it will consist of a double line of rails.

Tramway No. 1 will be laid throughout along the centre of the road, except that at the following points, viz.:—

a. From its commencement the tramway will gradually diverge from the centre line in a southerly direction, till in the length of 3 chains it attains the distance of 7 feet 6 inches from and south of the said centre line, and will thence gradually approach the said centre line, till at the commencement of Chapel-street, it again attains the centre line of that street.

b. From a point in Chapel-street, $1\frac{1}{2}$ chains south of Market-street, the tramway will gradually diverge from the centre line in an easterly direction, till in a length of three-quarters of a chain it attains a distance of 2 feet from and east of the centre line of the street, and will continue at that distance for a length of $1\frac{1}{2}$ chains, and will thence again gradually approach the centre line, till in a further length of three-quarters of a chain it reaches the centre line of Chapel-street.

c. At a point one chain east of its termination as above described, the double line of rails will gradually diverge from the centre line in a northerly and southerly direction respectively, till at the termination of the tramway they will attain a distance of 4 feet north and south respectively of the centre line of Fore-street.

Between the following points, for a distance of 30 feet and upwards, a less space than 9 feet 6 inches will intervene between the the outside of the footpath and the nearest rail of the tramway.

1. In Cumberland-road and Cumberland-street on the south side thereof, between the point of commencement of the tramway as above described, and a point 5 chains west thereof;
2. In Chapel-street on the eastern side thereof, between two points respectively 1 chain south and 1 chain north of Market-street;
3. In Chapel-street on the western side thereof, for a length of 21 yards south of the junction of that street with Fore-street;
4. In Fore-street on the north and south sides thereof respectively, for a length of 12 yards east of the termination of the tramway as above described.

A Tramway (No. 2) situate wholly in the parish of Stoke Damerel, and county of

Devon, commencing by a junction with the proposed Tramway No. 1 above described, at a point in Cumberland-street half a chain east of the junction of that street with Chapel-street, and passing along Cumberland-street in a north-westerly direction, and curving into and along Saint Aubyn-street, and in a westerly direction into and along Fore-street, and terminating in that street by a junction with the Tramway No. 1 above described, at a point two-thirds of a chain west of the junction of Saint Aubyn-street and Fore-street.

Tramway No. 2 will consist throughout of a single line of rails.

The centre line of Tramway No. 2 will at its commencement be at a distance of 12 feet 6 inches from and south of the kerb of the footpath on the north side of Cumberland-street, and will be laid in that street between Chapel and St. Aubyn-streets respectively, at a distance of 2 feet from and north of the centre line of that street, and will then gradually diverge till at the southern end of Saint Aubyn-street it attains a distance of 2 feet 6 inches from and east of the centre line of that street, and will continue at that distance to a point half a chain south of Fore-street, and will then gradually approach the centre line till at its termination it reaches the centre line of Fore-street.

Between the following points, for a distance of 30 feet and upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway:—

1. In Cumberland-street, on the northern side thereof, between Chapel and St. Aubyn streets respectively.
2. In St. Aubyn-street, on the eastern side thereof, between Cumberland-street and its junction with Fore-street respectively.

4. At no points except those specified above will any of the proposed tramways be so laid that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

5. To authorise the Company to enter upon, and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

6. To enable the Company, for all or any of the proposed works, or of the Bill, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, or other conveniences on any such lands.

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

8. To make provision as to the maintenance and repair 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.

9. 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.

10. 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.

11. To prohibit the running on the proposed tramways of carriages or trucks adapted for use upon railways.

12. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramway by persons or corporations other than the Company, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to 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.

13. 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 any or the provisions of the Bill.

14. 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.

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

16. To enable the Company, and the Town Council of Devonport acting as the urban sanitary authority for the district of the borough of Devonport, and any vestry, local board, district board, trustees, or other bodies corporate or persons respectively having 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, removing, re-

pairing, working, and using of the proposed street 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,

17. To extend and apply to the proposed works and undertaking under the Bill the provisions or some of the provisions (as the same may be altered or amended by the Bill) of the Plymouth, Stonehouse, and Devonport Tramways Act, 1870.

18. To empower the Company for the purposes of the proposed tramways and works and other the purposes of the Bill to apply their corporate funds and revenue, and to raise further moneys by the creation and issue of new shares or stock, whether preferential or otherwise, or by borrowing.

19. And the Bill will so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions, of the Plymouth, Stonehouse, and Devonport Tramways Act, 1870, and any other Act or Acts relating to or affecting the Company.

20. 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.

21. And notice is hereby further given that duplicate plans and sections of the proposed street tramways 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 on or before the 29th day of November instant, for public inspection, with the Clerk of the Peace of the county of Devon, at his office in Exeter, 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 from, in, through, or into which the intended street 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 29th 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 parish clerk of some parish immediately adjoining such extra-parochial place, at his residence.

22. Printed copies of the intended Bill will on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 1st day of November, 1873.

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

In Parliament—Session 1874.

Kingsbury and Harrow Railway.

(Powers to Metropolitan Railway Company and Metropolitan and Saint John's-wood Railway Company for construction of Railway between Kingsbury and Harrow; Additional Lands; Agreements with other Companies; Amendment of Acts.)

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

To authorise the construction and maintenance of the railway hereinafter mentioned, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):

A Railway, entirely in the county of Middlesex, commencing in the parish of Willesden, by a junction with the extension of the Metropolitan

and Saint John's-wood Railway authorised by "The Metropolitan and St. John's-wood Railway Act of 1873," and therein described as Railway No. 3, at a point two hundred yards or thereabouts measured in a southerly direction from the southern side of the buildings known as the Model Farm at Neasdon, and in a field numbered 58 on the plans deposited with the Clerk of the Peace for the county of Middlesex in respect of the said Act;

The railway will pass thence through or into the parishes and places following (namely): Willesden, Neasdon, Kingsbury, Wembley, Preston, and Harrow-on-the-Hill, and will terminate in the parish of Harrow-on-the-Hill at a point in a field on the south side of and adjoining the public road leading from London to Pinner, and at a point about four hundred yards measured in a westerly direction from the west corner of the Roxborough Tavern in the same parish, and which said field is numbered 588 on the Ordnance parish plan of Harrow-on-the-Hill, and belongs to David Powell, and is in the occupation of James Hill.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of roads, tramways, drains, sewers, pipes, navigations, canals, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railway and works, the deviating from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans, the purchase of lands, houses, and other property compulsorily, and by agreement, for the purpose of the said intended railway and works, the levying of tolls, rates, and charges in respect thereof, the alteration of existing tolls, rates, and charges, and the exercise of other rights and privileges.

The Bill will confer the powers for the construction, maintenance, working, use, and management of the said intended railway and works, either upon the Metropolitan Railway Company alone or upon that Company in conjunction with the Metropolitan and Saint John's-wood Railway Company, upon such conditions and with such restrictions as the Bill shall define, or as may be agreed upon between the said Companies under the powers of or be defined by the Bill, and will authorise the said two Companies respectively to apply to such of the purposes of the Bill as they shall jointly, or the Metropolitan Railway Company to apply to such of the purposes of the Bill as they alone shall carry into effect, their existing funds or any moneys they have still power to raise, and for the same purposes to raise additional capital by the creation and issue of new, ordinary, or preference shares, and by borrowing upon such terms and conditions as the Bill may define or Parliament may prescribe:

To empower the Metropolitan Railway Company or the Metropolitan and Saint John's-wood Railway Company, or those two Companies jointly, to acquire by agreement or by compulsion for the general purposes of their authorised undertakings and of the proposed railway, and for providing increased accommodation, certain lands, houses, and hereditaments in the parish of Willesden, and county of Middlesex, adjoining the Extension of the Metropolitan and Saint John's-wood Railway authorised by "The Metropolitan and Saint John's-wood Railway Act 1873," and therein described as Railway No. 3, which said lands will be on the north and south sides of the said authorised railway between two miles and two miles and a half measured along the said railway, and are numbered respectively 195, 197, 198, 199, 200,

201, 202, 204, and 323 on the Ordnance parish map of the parish of Willesden:

To enable the Metropolitan Railway Company, and the Metropolitan and Saint John's-wood Railway Company, and the London and Aylesbury Railway Company, and the Watford and Rickmansworth Railway Company, and the London and North Western Railway Company, and the Harrow and Rickmansworth 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 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, or of any railways and works to be authorised in the ensuing Session of Parliament, 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.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate, with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge the powers and provisions of the following Acts relating to the Metropolitan Railway, and bearing its name, passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, and 1873; and also of the following Acts relating to the Metropolitan and St. John's-wood Railway and bearing its name, passed in the years 1864, 1865, 1866, 1868, 1870, and 1873; and of any other Acts relating to the said two Companies respectively; also of "The London and Aylesbury Railway Act, 1871;" "The London and Aylesbury Railway Act, 1872;" "The London and Aylesbury Railway Act, 1873;" and all other Acts relating to or affecting that Company; also of the "Watford and Rickmansworth Railway Company," 23 and 24 Vict., cap. 111, and 26 and 27 Vict., cap. 131, and all other Acts relating to or affecting that Company; 9 and 10 Vict., cap. 204, and all other Acts relating to or affecting the London and North Western Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railway and works, and the lands, houses, and other property in or through which they will be

made, and of the additional lands to be taken for the purposes of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and 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 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to 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 twentieth day of December next.—Dated this 14th day of November, 1873.

In Parliament.—Session 1874.

Forth Bridge Railway.

(Powers to Forth Bridge Railway Company to make working and other arrangements with North British Railway Company; Option to North British Railway Company to apply for Powers to acquire Undertaking of the Forth Bridge Railway Company; Confirmation of Arrangements between the Forth Bridge Railway Company and the North British and Midland Railway Companies; Powers with reference to the Undertaking of the Forth Bridge Railway Company in favour of the North British, Midland, North Eastern, and Great Northern Railway Companies, and Powers to these Companies, or any one or more of them, to contribute towards and to hold Shares and Stock in the Undertaking of the Forth Bridge Railway Company, and to contribute annual or other payments in supplement of the revenues thereof, to guarantee Interest and Dividends on the Capital of the Forth Bridge Railway Company, and to raise additional Capital by Shares and Stock and Borrowing, or otherwise; Confirmation of Agreements with before-mentioned Companies; Incorporation of Acts, Amendment of Acts, and other purposes).

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

To enable the Forth Bridge Railway Company (in this notice hereinafter referred to as the Company), on the one hand, and the North British Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works of the Company, or some of them, or some part or parts thereof respectively; the supply of rolling stock, plant, and machinery; the appointment, payment, and removal of officers and servants; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange,

accommodation, conveyance, transmission, and delivery of traffic coming from, or destined for, or passing over the respective undertakings of the contracting Companies, and the division, appropriation, and apportionment of the revenues arising from such traffic, or other the profits of the respective undertakings of the contracting Companies, and the appointment of joint committees for carrying into effect any such agreements, and to confirm and give effect to any agreement or agreements already made, or which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

To authorise and empower the North British Railway Company, on such terms as have been or may hereafter be agreed upon between them and the Company, to enter upon, possess, work, use and maintain the railways of the Company in the same manner, and with the same powers and obligations, as if the railways of the Company formed portions of the railways of the North British Railway Company; and to levy the tolls, rates, and charges authorised to be levied and taken by the Company in respect of their undertaking.

To confer on the North British Railway Company the option of applying to Parliament for powers to purchase and acquire the whole undertaking of the Company, on such terms and conditions as have been or may hereafter be agreed upon between that Company and the Company, and to provide for the Company concurring in all applications to Parliament, and all other steps which the North British Railway Company shall consider necessary for effecting and carrying out the purchase and transfer of such undertaking.—To provide for the payment to the Company by the North British Railway Company of certain annual or other payments in respect of traffic to be carried free of charge to that Company over the railways of the Company. To confer on the Midland Railway Company running powers over the railways of the Company, and over certain portions of the railways of the North British Railway Company. To provide and require the North British Railway Company to adopt the railways of the company for such portions of their traffic as has been or may be agreed upon between them and the Company. To authorise and require the North British Railway Company, and the Midland Railway Company to contribute and pay to the company such annual or other payments, and in such proportions as has been agreed to between them and the Company, or may previous to the passing of the Bill be agreed upon, in supplement of the revenues of the Company, and to provide in certain circumstances for the repayment of such contributions. To confirm and give effect to and make binding on the contracting parties an agreement entered into between the Company of the first part, the North British Railway Company of the second part, and the Midland Railway Company of the third part, dated the 28th and 30th days of October, and 12th day of November, 1873, touching the matters before specified, or to amend, modify, or alter the said agreement, or to authorise the said three Companies, and the North Eastern Railway Company, and the Great Northern Railway Company, or either of the two last-mentioned Companies, to contract and agree for the contribution and payment by the two last-mentioned Companies, or either of them, of such annual or other sums, and in such proportion as has been agreed, or may, previous to the passing of the said Bill, be agreed upon in supplement of the revenues of the Company, and to provide in certain circumstances for the repayment of such

contribution, and to provide for the accommodation and passage of the traffic of the said two Companies, or either of them, over the railways of the Company, on such terms and conditions, and subject to such stipulations, and on the payment of such annual sum or sums, or other considerations as may be agreed upon, and to confirm and give effect to any agreement or agreements which, previous to the passing of the Bill, may be made between the Company and the said other Companies, or any one or more of them, with reference to all or any of the matters before specified.

To make provision for the regulation and use of the railways of the Company by the North British, the Midland, the North Eastern, and Great Northern Railway Companies (hereinafter called the four Companies), or any one or more of them, and to empower the four Companies, or any one or more of them, to subscribe or contribute towards the construction and maintenance, in whole or in part, of the railways and works of the Company, to raise the capital necessary for the same, or for the redemption thereof, or of the stock or shares of the Company, and to guarantee such interest, dividends, annual or other payments, in respect of the moneys expended in the construction of the said railways and works, or any part or portion thereof, or other the expenses of the Company, as may be agreed upon between the four Companies, or any one or more of them, and the Company, and to subscribe to and take and hold shares in the capital of the Company; and either to contribute and pay to the Company such annual or other sums, or to guarantee the dividends on the shares or stock of the Company to such an amount as may be agreed upon, or to make provision for setting aside a fund or funds to guarantee or provide for interest on the debentures and dividends on the shares and stock of the Company, or any part or portion thereof, in such manner, and to such extent, as the Bill may provide; and to apply to the purposes aforesaid, or any of them, any capital or funds now belonging, or which hereafter may respectively belong, to the four Companies, or any or either of them, or be under the control of their respective directors, and, if they shall think fit, to authorise the four Companies, or any of them, to raise additional moneys for these purposes, or any of them, by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends or interest, or other rights or privileges attached thereto, over their existing and authorised capital, or by borrowing on mortgage or bond, or by creating debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct, or as the Bill may provide; and to appoint directors in the undertaking of the Company, and to confirm and give effect to any agreement or agreements already made, or which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

To alter and amend the provisions of "The Forth Bridge Railway Act, 1873," and in particular to alter the provisions of that Act with respect to the number of directors of the Company as fixed by that Act, and the number of the quorum of such directors, and to make further and other provisions with reference to the number of said directors and the quorum thereof.

To vary and extinguish all existing rights and privileges inconsistent with, or which would or might in any way impede or interfere with any of the objects aforesaid; and of the Bill being carried

into effect, and to confer all other rights and privileges necessary or expedient for effecting the said objects, or in relation thereto, and to incorporate with the Bill the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Powers Act, 1864;" "The Railway Companies Act, 1867;" "The Railway Companies (Scotland) Act, 1867;" "The Regulation of Railways Act, 1868;" and "The Regulation of Railways Act, 1873."

To repeal, alter, or amend all or some of the powers and provisions of "The Forth Bridge Railway Act, 1873," "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and of the several Acts of Parliament following, or some of them relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in that company—that is to say, 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 5 Geo. IV., cap. 49; 7 Geo. IV., caps. 45 and 98; 10 Geo. IV., cap. 122; 11 Geo. IV. and 1 William IV., cap. 115; 3 and 4 William IV., cap. 114; 4 and 5 William IV., cap. 71; 5 and 6 William IV., caps. 55 and 97; 6 and 7 William IV., cap. 131; 2 and 3 Vic., caps. 51, 57, 59, and 70; 4 and 5 Vic., cap. 59; 6 and 7 Vic., cap. 55; 7 and 8 Vic., cap. 66; 8 and 9 Vic., cap. 148; 9 Vic., cap. 57; 9 and 10 Vic., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vic. caps. 83, 245, and 246; 11 and 12 Vic., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited in so far as not repealed thereby), and 160; 12 and 13 Vic., caps. 39, 72, and 86; 14 Vic., cap. 27; 14 and 15 Vic., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act) and 62; 15 Vic., cap. 109; 16 and 17 Vic., caps. 90, 151 and 152; 17 and 18 Vic., caps. 199 and 212; 18 and 19 Vic., caps. 30, 127, 153, 158, and 190; 19 and 20 Vic., caps. 98 and 106; 20 and 21 Vic., caps. 78, 91, 124, and 129; 21 and 22 Vic., caps. 64., 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145 and 165; 22 and 23 Vic., caps. 14, 24, 83, 85, and 96; 23 and 24 Vic. caps. 140, 145, 159, 178, and 195; 24 and 25 Vic., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vic., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vic., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vic., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vic., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328 and 356; 29 and 30 Vic., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vic., caps. 145 and 193; 31 and 32 Vic., caps. 63 and 139; 32 and 33 Vic., cap. 119; 33 and 34 Vic., caps. 91, 104, and 135; 34 and 35 Vic., cap. 106; 35 and 36 Vic., cap. 123; the 36 and 37 Vic., caps. 189 and 209; and all other Acts relating to the North British Railway Company; the North British, Arbroath, and Montrose Railway Act, 1871; the North British, Arbroath, and Montrose Railway Act, 1872; Acts relating to the Devon Valley Railway Company, 21 and 22 Vic., cap. 122; 24 and 25 Vic., cap. 200; 26 and 27 Vic., cap. 124; 29 and 30 Vic., caps. 277 and 326; 31 and 32 Vic., cap. 2; 34 and 35 Vic., cap. 106; and all other Acts (if any) relating

to the Devon Valley Railway Company; Acts relating to the Edinburgh and Bathgate Railway Company, 9 and 10 Vic., cap. 332; 10 and 11 Vic., cap. 246; 11 and 12 Vic., caps. 116 and 160; 34 and 35 Vic., cap. 91; and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; the Acts relating to the City of Glasgow Union Railway Company, 27 and 28 Vic., cap. 286; and 28 and 29 Vic., cap. 247; 30 and 31 Vic., cap. 166; 32 and 33 Vic., cap. 81; 34 and 35 Vic., cap. 126; 35 and 36 Vic., cap. 115; the 36 and 37 Vic., cap. 189, and all other Acts relating to the City of Glasgow Union Railway Company; the North Monkland Railway Act, 1872; the Acts 16 and 17 Vic., cap. 119; and 23 and 24 Vic., cap. 134; 25 and 26 Vic., cap. 48, and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz., 16 and 17 Vic., cap. 118; 18 and 19 Vic., cap. 153; 23 and 24 Vic., cap. 134; and 25 and 26 Vic., caps. 45 and 47; the Carlisle Citadel Station Act, 1861; the Esk Valley Railway Act, 1863; the Esk Valley Railway Lease Act, 1866; the Edinburgh, Loanhead, and Roslin Railway Act 1870; the Edinburgh, Loanhead, and Roslin Railway Act, 1873; the Penicuik Railway Act, 1870; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Peebles Railway Act, 1853; and the Acts 20 and 21 Vic., cap. 14, and 24 and 25 Vic., cap. 114, relating to the Peebles Railway Company, the St. Andrews Railway Act, 1851, the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vic., cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vic., cap. 248; 28 and 29 Vic., cap. 346; and 33 and 34 Vic., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vic., caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Vic., cap. 158; 28 and 29 Vic., cap. 186; 29 and 30 Vic., cap. 243; and 30 and 31 Vic., cap. 116; the Northumberland Central Railway Act, 1863, and the Northumberland Central Railway Act, 1867; the Broxburn Railway Act, 1867; the Dundee, Sea Wall, Esplanade and Street Act, 1868; the Newport Railway Act, 1866; the Newport Railway Act, 1867; the Newport Railway Act, 1870; the Newport Railway Act, 1873; and the Acts relating to the Leven and East of Fife Railway Company, that is to say, 15 and 16 Vic., cap. 95; 18 and 19 Vic., cap. 165; 19 and 20 Vic., cap. 24; 24 and 25 Vic., caps. 153 and 159; and 29 and 30 Vic., cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company; the Acts relating to the Forth and Clyde Junction Railway Company, that is to say, 17 Vic., cap. 125; 20 and 21 Vic., cap. 84; and 24 and 25 Vic., cap. 230; and all other Acts relating to the Forth and Clyde Junction Railway Company.

Also the Acts relating to or affecting the Midland Railway Company (local and personal) Acts 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 83, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 164, 230, 231, and 245; 28 and 29 Vic., caps. 98, 327,

335, and 359; 29 and 30 Vic., caps. 90, 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vic., caps. 27, 170, 185, and 207; 31 and 32 Vic., caps. 43 and 49; 32 and 33 Vic., caps. 25, 83, and 115; 33 and 34 Vic., cap. 63; 34 and 35 Vic., caps. 11, 39, 86, and 192; 35 and 36 Vic., caps. 57, 118, 140, 178, and 182; and 36 and 37 Vic., caps. 109 and 210.

Also the Acts relating to or affecting the North Eastern Railway Company (local and personal), 6 Will. IV., cap. 76; 8 and 9 Vic., cap. 163; 9 and 10 Vic., cap. 241; 10 and 11 Vic., cap. 133; 13 and 14 Vic., cap. 38; 14 and 15 Vic., cap. 84; 16 and 17 Vic., cap. 109; 17 and 18 Vic., cap. 211; 26 and 27 Vic., cap. 122; 28 and 29 Vic., cap. 111; 29 and 30 Vic., cap. 251; 33 and 34 Vic., cap. 7; 34 and 35 Vic., cap. 116; and 35 and 36 Vic., cap. 141.

Also the Acts relating to or affecting the Great Northern Railway Company (local and personal), 9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic., caps. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; 25 and 26 Vic., cap. 1; 26 and 27 Vic., caps. 147 and 191; 27 and 28 Vic., caps. 202, 224, 242, and 243; 28 and 29 Vic., caps. 105, 182, 216, 330, and 331; 29 and 30 Vic., caps. 127 and 166; 30 and 31 Vic., caps. 131 and 185; 31 and 32 Vic., cap. 53; 33 and 34 Vic., cap. 71; 34 and 35 Vic., cap. 162; 35 and 36 Vic., caps. 128, 139, and 167; 36 and 37 Vic., caps. 90, 208, and 220; also, "The Dunfermline and Queensferry Railway Act, 1873."

And of any other Act or Acts of Parliament recited or referred to in any of the before-mentioned Acts, or relating to or affecting any of the above-mentioned companies, or any other company or body who or whose interests may be affected by any of the powers or provisions of the Bill, which it may be necessary to repeal, alter, or amend for the purposes of the Bill, and to make other provisions in lieu of the provisions so repealed, altered, or amended.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1873.

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

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

In Parliament—Session 1874.

Leeds, Castleford, and Pontefract Junction Railway.

(New Railway between Manston and Great and Little Preston, and Abandonment of Portions of railway to and at Garforth; New Railways and Abandonment of Portions of Railway at and near Castleford; Power to acquire Station Ground at Castleford; Power for North Eastern Railway Company to subscribe to capital of Company; Running Powers over North Eastern Railway Company's line, and use of stations at Castleford; Power to raise Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Leeds, Castleford, and Pontefract Junction 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 hereinafter described, with all necessary stations, approaches, sidings, works, and conveniences connected therewith (that is to say):

1. In substitution for a portion of the Railway No. 1, authorized by the Leeds, Castleford, and Pontefract Junction Railway Act, 1873, a new railway commencing by a junction with the said authorized Railway No. 1, at a point thereon in the township of Great and Little Preston, in the parish of Kippax, on the south side of a field numbered in the deposited plans and books of reference referred to in the last-mentioned Act, 43 in the parish of Kippax, and terminating by a junction with the Leeds and Selby line of the North-Eastern Railway Company at a point in the parish of Whitkirk, 180 yards, or thereabouts, west of the mile post indicating four miles and a half from Leeds, which said intended railway will pass from, in, through, or into or be situate within the several townships, parishes, and places of Garforth, Kippax, Swillington, Great and Little Preston, Barwick-in-Elmet, Aushorpe, Manston, and Whitkirk, all in the West Riding of the county of York.

2. In substitution for another portion of the said authorized Railway No. 1, a new railway commencing by a junction with the said authorized Railway No. 1, at a point thereon 170 yards, or thereabouts, north of Wheldale-lane, in a field numbered on the said deposited plans and books of reference 8 in the parish of Castleford, and terminating by a junction with the York and North Midland line of the North-Eastern Railway Company at a point thereon in the parish of Castleford distant 66 yards, or thereabouts, eastwards from the bridge carrying the said York and North Midland line of railway over the Leeds and Barnsdale turnpike road, which last mentioned intended railway will be situate in the parishes of Castleford and Ferry Frystone, in the West Riding of the county of York.

3. A new railway commencing by a junction with the said authorized Railway No. 1, at a point thereon 440 yards, or thereabouts, north of Wheldale-lane aforesaid, in a field numbered in the said deposited plans and books of reference 4, in the parish of Castleford, and terminating by a junction with the said York and North Midland line of railway at a point in the parish of Ferry Frystone, distant 170 yards, or thereabouts, in a north-eastwardly direction from the bridge carrying Wheldale-lane over the said York and North Midland line of railway, which last-mentioned intended railway will be situate in the parishes of Castleford and Ferry Frystone aforesaid.

4. In substitution for a portion of railway No. 4 authorized by the said Leeds, Castleford, and Pontefract Junction Railway Act, 1873, a new railway commencing by a junction with the said authorized Railway No. 4, at the point where the same crosses the occupation-road, called Oxford-street, in the parish of Castleford aforesaid, and terminating by a junction with the said York and North Midland line of railway at a point thereon five yards, or thereabouts, westwards from the public highway called Welbeck-street, in Castleford aforesaid, where such highway crosses the said York and North Midland line of railway, which said last-mentioned intended railway will be wholly situate in the parish of Castleford aforesaid. All the said parishes, townships, and places hereinbefore mentioned are situate in the West Riding of the county of York.

To empower the Company to abandon the construction of the whole of the Railways Nos. 2 and 3 respectively authorized by the Leeds, Castleford, and Pontefract Junction Railway Act, 1873; also

so much of the said Railway No. 1 authorized by the same Act as is situate between the junction therewith of the intended railway first hereinbefore described, and the commencement of the said authorized Railway No. 1 at Garforth, and of so much thereof as is situate between the junction therewith of the intended railway secondly hereinbefore described, and the termination of the said authorized Railway No. 1 at Castleford; and also of so much of the said Railway No. 4 authorized by the last-mentioned Act as is situate between the junction therewith of the intended railway fourthly hereinbefore described, and the commencement of the said authorized Railway No. 4 at Castleford.

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

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

To empower the Company to levy, demand, and recover tolls, rates, and charges in respect of the use of the said intended railways respectively, and works and conveniences connected therewith, and to grant exemptions from such tolls, rates, and charges.

To authorize and confirm the exercise by the Company, notwithstanding the abandonment of the railways, and portions of railway hereinbefore described, of the powers for the compulsory purchase of lands conferred upon them by the Leeds, Castleford, and Pontefract Junction Railway Act, 1873, with respect to such of the lands and buildings by that Act authorized to be acquired for the purposes of the said abandoned railways and portions of railway respectively, as it may be necessary for the Company to acquire or to retain and hold for station and other purposes connected with their undertaking, the said lands and buildings being respectively numbered on the deposited plans and books of reference referred to in the said Act 108 to 124, both inclusive, and 129 and 130, all in the parish of Castleford, in the West Riding of the county of York.

To empower the Company to increase their capital, and to raise a further sum of money for the purposes of the intended Act, and of their authorized undertaking, by the creation and issue of new shares or stock, with or without a preference or guaranteed dividend, or other rights or privileges attached thereto, and of debenture stock, and by borrowing on mortgage or bond, or by some of such means, and also to apply to the purposes of the intended Act any other capital or funds belonging to them, or which they have authority to raise.

To empower the Company to run over and use with their engines and carriages, officers and servants, and for purposes of traffic of every description, the portion of the said York and North Midland line-lying between the respective junctions therewith of the intended new railways 2ndly and 4thly hereinbefore described, together with the stations at Castleford of the North Eastern Railway Company situate on the said portion of railway, and the sidings, works, and conveniences connected

therewith respectively, upon such terms and conditions as may be agreed upon or settled by arbitration, or authorized or provided for by the intended Act, and to authorize agreements between the said Companies, and to confirm any agreement which may have been or may be made between them with reference to the matters aforesaid.

To empower the North-Eastern Railway Company, if they think fit, to take and hold shares in the capital of the Company, and to subscribe or contribute towards the undertaking of the Company and the objects of the Act or Acts authorizing the same, and to apply for that purpose any part of their funds or money which may not be required for the purposes of their own undertaking, and, if necessary, to raise additional capital by the creation of new shares or stock in their own undertaking, with or without a guaranteed or preference dividend, or other rights and privileges attached thereto.

And it is proposed by the intended Act, so far as may be necessary for the purposes aforesaid, to alter and amend all or some of the provisions of the Leeds, Castleford, and Pontefract Junction Railway Act, 1873; and of the Act (local and personal) 17 and 18 Victoria, cap. 20; and of any other Act or Acts relating to or affecting the North-Eastern Railway Company or their undertaking.

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

And that, before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated the 10th day of November, 1873.

Dobb, Atkinson, and Braithwaite, Leeds;
Solicitors for the Bill.

In Parliament.—Session 1874.

Monmouthshire Railway and Canal Company.

(Additional Powers.)

(Additional Railways; Abolition of Level Crossings; Widening parts of Railway; Additional Lands; Additional Capital; Agreements with London and North Western and Great Western Railway Companies; Purchase or Lease of Sirhowy Railway; Agreements with Sirhowy Railway Company or Dissolution of that Company; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament, in the next Session thereof, by the Monmouthshire Railway and Canal Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following or some of the following among other purposes:—

To enable the Company to make and maintain the railways and other works hereinafter mentioned, with other needful stations, approaches, and conveniences connected therewith respectively (that is to say):—

A Railway (No. 1) situated wholly in the parish
No. 24037. **L**

of Trevethin, commencing by a junction with the Eastern Valleys Railway of the Company, about 34 yards north of the bridge that carries George-street, Pontypool, over the said Eastern Valleys Railway, and terminating at a point about 100 yards south of the Golynos Inn at Talywain, and about 140 yards from the overflow weir of the Castle Pond at Talywain.

A Railway (No. 2) situated wholly in the said parish of Trevethin, commencing by a junction with Railway (No. 1) about 66 yards south-east of the south-east end of the top row of Pentwyn Houses, and terminating at Pentwyn by a junction with the Pentwyn and Talywain Railway of the Ebbw Vale Steel, Iron, and Coal Company (Limited), at about 110 yards north-west of the house at Pentwyn in the occupation of George Evans, mill manager.

And to authorize the Company to stop up a public highway or carriage road leading out of the Penrhiw Franc-road to the said top row of Pentwyn Houses, and to extinguish all rights of way in or over so much of the said public highway or carriage road as is intended to be stopped up, and to appropriate the soil and site of the portion so to be stopped up to the purposes of the Company.

A Railway (No. 3) situated wholly in the said parish of Trevethin, commencing by a junction with Railway (No. 1) at about 267 yards north of the Occupation Bridge that carries the Pentwyn and Talywain Railway over the road or footpath from Abersychan to the Abersychan Iron Works, and terminating by a junction with the Cwm Frwyd branch of the Company's Railway at about 80 yards west of the point where the public road from Blaenavon to Abersychan crosses the said Cwm Frwyd Branch on the level at Talywain.

A Railway (No. 4) situate wholly in the said parish of Trevethin, commencing by a junction with Railway (No. 3) at about 213 yards south-east of the said overflow weir of the Castle Pond at Talywain, and terminating by a junction with the said Pentwyn and Talywain Railway of the Ebbw Vale Steel, Iron, and Coal Company (Limited), at about 30 yards or thereabouts east of the said overflow weir.

A Railway (No. 5) wholly situate in the parish of St. Woollos, commencing by a junction with the Western Valleys Railway of the Company at the centre of the bridge carrying the said railway over the South Wales Railway of the Great Western Railway Company near Waterloo Junction, and terminating by a junction with the said Western Valleys Railway at a point 185 yards, or thereabouts, measured along the last mentioned railway eastward of the eastern termination of the piece of railway known as the Tredegar Park Mile.

A Railway (No. 6) situated wholly in the said parish of St. Woollos, commencing by a junction with the said South Wales Railway, at or near the said last-mentioned bridge, and terminating by a junction with Railway (No. 5) at a point about 33 yards south of the turnpike road leading from Cardiff to Newport, and about 300 yards south-west of the Waterloo turnpike-gate.

To authorise the Company to abandon so much of their said Western Valleys Railway as lies between the points of commencement and termination of Railway (No. 5) hereinbefore described.

The said portion of railway so proposed to be

abandoned is situate in the said parish of St. Woollos.

To authorise the Company to divert or stop up the following public roads and turnpike road which are now crossed by the railway of the Company upon the level, and to extinguish all rights of way in and over such level crossings, and to vest the soil and site of such level crossings in the Company so far as the same are not now vested in them.

1. To divert a public road in the parish of Aberystroth, crossed by the railway of the Company on the level about 40 yards north-west of the Abertillery Station of the Company. The diversion of this road is intended to commence at a point about 7 yards north-east of the centre of the Company's railway at the said level crossing, and to terminate at a point about 50 yards south-west of the said point, situate at the centre of the railway. The road as diverted being intended to be carried under the railway.

2. To stop up a public road in the same parish crossed by the railway of the Company on the level, about 100 yards south-east of the said Abertillery Station. To construct instead thereof a new road in the same parish, commencing at a point 28 yards, or thereabouts, measured along the street in a northerly direction from the north wall of Abertillery churchyard, crossing over the branch railway of the Company and terminating by two branches of it, one branch will join the diversion lastly hereinbefore described at the point of commencement, and the other will join the parish road 100 yards north of the said last-mentioned point of commencement, and also to construct a short footpath leading out of the proposed new road into the said parish road.

3. To divert another public road in the same parish crossed by the railway of the Company on the level about 20 yards from the "Tiler's Arms" public-house. The diversion of this road is intended to commence at a point about 90 yards south of the said level crossing measured along the existing road, and to terminate at about 130 yards north of the said level crossing measured along the said existing road.

4. To divert a public road in the parish of Mynyddyslwyn, crossed on the level by the railway of the Company about 20 yards north of the Chapel Bridge Station of the Company, and a branch road leading into the said public road. The diversion of these roads is intended to commence at a point measured along the said public road about 130 yards north of the said level crossing, and at a point on the said branch road, measured along the said branch road about 75 yards south-west of the said level crossing, and to terminate at a point measured along the said public road, after its junction with the said branch road about 35 yards north of the west end of the bridge carrying the said road over the river.

5. To divert a turnpike road in the parish of Risca, crossed on the level by the railway of the Company about 40 yards north-west of the Cross Keys Station of the Company. The diversion of this road is intended to commence at a point on the said road 70 yards south of the centre of the Company's railway at the said level crossing, and to terminate at a point about 78 yards north of the said centre of the railway.

6. A road in the parish of Risca, crossed on the level by the railway of the Company about 80 yards south-east of Risca Church. The diversion of this road is intended to commence opposite the north end of the said church, and to terminate at a point at or near the said existing level crossing and at the east side thereof.

To empower the Company to widen their rail-

way between the following points, and to purchase and take compulsorily or by agreement additional lands for that purpose:—

1. In the said parish of Aberystroth, between a point on the existing railway of the Company about 50 yards south of the Abertillery Station of the Company, and a point on the said railway about 90 yards south of the Blaina Station.

2. In the said parish of Aberystroth, between a point on the existing railway of the Company about 130 yards south of the Cwm Station of the Company, and a point on the said railway about 10 yards south of the Victoria Station of the Company.

To authorise the Company to purchase and take compulsorily or by agreement additional lands for the purposes of their Undertaking in the parishes of Llanhilleth, Risca, Mynyddyslwyn, Aberystroth, Bassaleg, Treveithin, Llanvrechva Upper, Panteg, Malpas, and St. Woollos, and borough of Newport, namely:—

Lands in the parish of Llanhilleth, near to Llanhilleth Mill, on the east side of the Company's Railway.

Lands in the said parish on both sides of the said railway, extending from a point about 18 yards north of the 13½ mile-post on the said railway to a point about 212 yards north of the same post.

Lands in the parish of Risca near the 5½ mile-post on the said railway, extending from a point about 210 yards south of the said mile-post to a point about 135 yards north of the said mile-post on both sides of the Company's Railway.

Lands in the said parish on the north side of the Company's Railway, extending from a point about 80 yards south-east of the Company's Weigh Bridge House, to a point at the occupation level crossing near the Britannia Foundry.

Lands in the parish of Mynyddyslwyn on both sides of the Company's Railway, near the said Chapel Bridge Station thereof, extending from a point about 530 yards south of the said station to a point about 210 yards north of the said station.

Lands in the parish of Aberystroth on both sides of the railway at the level crossing near the 19½ mile-post.

Lands in the parish of Bassaleg on both sides of the railway near the Tydee Station, and north of the said station.

Lands in the said parish on the east side of the Company's Railway, extending from a point about 100 yards south of the parish boundary, between Bassaleg and Risca, to a point about 200 yards north of the bridge over the highway leading to Pontnewydd from the Risca and Newport turnpike road.

Lands in the said parish on the east side of the Company's Railway, extending from a point about 50 yards south of the said bridge, to a point about 130 yards north of the Tydee Station.

Lands in the parish of Treveithin, on the west side of the Company's Railway, near the Abersychan Station of the Company, extending from a point about 47 yards north of the said station to a point about 55 yards north of the said station.

Lands in the said parish on the west side of the railway near the said Abersychan Station, opposite the north corner of the goods shed at such station.

Lands on both sides of the railway of the Company at or near Coedygric Junction, the said lands being partly situated in the parish of

Llanvrechva Upper, and partly in the parish of Panteg.

Lands on both sides of the railway of the Company near the Marshes Road Bridge, the said lands being partly situate in the parish of Malpas, and partly situate in the parish of Saint Woollos.

Lands in the parish of Saint Woollos, and borough of Newport, on the east side of the Company's railway, near the Mill-street station of the Company, nearly opposite the north end of the said station.

To authorise the Company to acquire by compulsion or agreement all estates, rights and interests in certain lands in the said parish of Saint Woollos and borough of Newport, near the Dock-street station, upon which stand "The Western Valleys Hotel," outbuildings and premises, and to extinguish all rights of way in or over the carriage road adjoining the same hotel, and to vest the soil and site of so much of the said road as is included within the said lands in and to appropriate the same to the purposes of the Company.

To authorise the Company to purchase and acquire by compulsion or agreement the fee simple and inheritance of and in the lands hereinafter described, which are now held by the Company upon a less tenure than the fee simple and inheritance thereof, namely:—

Lands in the parish of Llanhilleth, near the Viaduct Works at Crumlin, partly in the occupation of the Company, and partly of the Crumlin Viaduct Works Company, Limited.

Lands in the parish of Aberystroth, in the occupation of the Company, between the terminus of the Western Valleys Railway and the Nantyglo-gate.

All the railways and works hereinbefore described and proposed to be authorised by the Bill, and all the lands hereinbefore described and proposed to be acquired under the powers of the Bill, will be situate in the county of Monmouth.

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

To authorise the Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said railways and works, and for the same purposes and for the general purposes of their authorised undertakings, to raise additional capital by shares and by borrowing, and to attach to such shares any preference or priority of dividend, and any other advantage which the Bill may define.

To enable the Company and the Great Western Railway Company to enter from time to time into agreements for the use by the Company with engines and carriages of every description, upon such terms and conditions, and on payment of such tolls, rates and charges as may be agreed upon or defined by the Bill, of so much of the said South Wales Railway of the Great Western Railway Company as lies within the said parish of Saint Woollos, together with the stations, watering-places, booking-offices, warehouses, landing places, sidings, works and conveniences connected with the said portion of railway, and, so far as may be necessary for this purpose, to

extend the powers of the Great Western Railway Company, and to vary, amend, or enlarge the powers of the 5th and 6th Will. IV, cap. 107, "The Great Western Railway Act, 1851," and any other Acts relating to that Company.

To empower the Company, and the London and North Western Railway Company, to make and enter into and carry into effect agreements with respect to the interchange, accommodation, and transmission of traffic between and over their respective railways, or over any railways which they may be authorised to construct during the ensuing Session of Parliament, and with respect to the use by each or either of the said two Companies, of some portion of the railways and works of the other Company; and with respect to the station and terminal accommodation, and other facilities and services to be afforded and rendered by each of the two Companies to the other of them; and with respect to the division and apportionment of the receipts arising from traffic, and otherwise in relation thereto; and to confirm any agreements entered into between the said two Companies in relation to any of the matters aforesaid; and the Bill will, so far as necessary for this purpose, extend the powers of the London and North Western Railway Company.

To vest, or to provide for the vesting, in the Company of the undertaking of the Sirhowy Railway Company, and of all the lands, railways, rights, powers, and privileges of that Company either by purchase thereof or by the exchange of the shares and stock of the Sirhowy Railway Company for shares and stock or securities of the Company, or by the amalgamation of the two Companies, and of their several capital and undertakings, and to provide for the dissolution of the Sirhowy Railway Company, and the performance by the Company of all duties and obligations imposed by or attached to the Sirhowy Railway Company at the time of the transfer, or to enable the Company and the Sirhowy Railway Company, from time to time, to enter into agreements with respect to the working, use, management, and maintenance of all or some part of the undertaking of the Sirhowy Railway Company; the supply of rolling stock and machinery, 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 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; or the Bill may authorise the Sirhowy Railway Company to grant, and the Company to accept, a lease of the said undertaking of the Sirhowy Railway Company, and may confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid; and the Bill may vary, extend, or repeal, the provisions of the following and any other Acts relating to the Sirhowy Railway Company, viz.: 43 Geo. III, cap. 115; 23 and 24 Vict., cap. 71; and 28 and 29 Vict., cap. 342.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Act, 1845 and 1863;" and it will amend and enlarge the powers

and provisions of the 8 and 9 Vict., cap. 169, and of any other Acts relating to the Company, and 9 and 10 Vict., cap. 204, and any other Acts relating to the London and North Western Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, and duplicate plans showing the additional lands intended to be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance Map, with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this Notice will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Monmouth, at his office at Newport: and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk of each such parish at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 10th day of November, 1873.

Waddington and Gustard, Newport, Monmouthshire, Solicitors for the Bill.

Dyson and Co., 24, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

London Central Railway.

(Arrangements with London and North Western, Great Northern, Midland, South Eastern, Great Western, Great Eastern, London and South Western, London, Brighton and South Coast, London, Chatham and Dover, Metropolitan and Metropolitan District Railway Companies, and other Persons; Powers to those Companies to subscribe, guarantee, raise, and apply funds, and appoint Directors; Modification of existing Agreements with the Midland and South Eastern Railway Companies; Alteration and rearrangement of existing, and powers to raise further, Share and Loan Capitals; Other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given, that the London Central Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

To authorise the Company on the one hand, and the London and North Western Railway Company, the Great Northern Railway Company, the Midland Railway Company, the South Eastern Railway Company, the Great Western Railway Company, the Great Eastern Railway Company, the London and South Western Railway Company, the London, Brighton, and South Coast Railway Company, the London, Chatham, and Dover Railway Company, the Metropolitan Railway Company, the Metropolitan District Railway Company, or any one or more of them, or any persons 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 mainten-

ance by any or either of the contracting Companies or persons of all or any part of the undertaking of the Company, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the said undertaking, 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 or persons, 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 (whether annual or in gross) to be paid, made, or allowed by any or either of the contracting Companies or persons 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 authorize the before-mentioned Companies or any of them to subscribe and contribute funds towards the making and maintaining of the railways and works of the Company, 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 charge primarily or exclusively on the said railways and works, and the tolls, rates, and duties received upon or in respect thereof, and to authorize the said Companies or any of them to appoint directors of the Company.

To authorise the Company and the Midland Railway Company, and the South Eastern Railway Company (hereinafter called the two Companies) to enter into and carry into effect agreements and arrangements for, or with reference to the exclusive working, use, management, and maintenance by the two Companies of the whole of the undertaking of the Company, the rents, payments, and allowances (whether annual or in gross) to be paid, made, or allowed, and the conditions to be performed with reference thereto, and all incidental matters; and to authorise the Company, and the two Companies, or either of them, to enter into and carry into effect contracts and agreements for the commutation and extinguishment of the tolls or sums of money which, under the agreements between the Company and the two Companies respectively (scheduled to and confirmed by the London Central Railway Act, 1871), are payable to the Company by the two Companies respectively in respect of passengers conveyed by them on the undertaking of the Company, and for the payment by the two Companies, or either of them, to the Company of a sum, either annual or in gross, in lieu of, and in substitution for such tolls or sums of money, and for the purposes aforesaid, and so far as necessary to modify and vary the provisions of the said agreements.

To sanction and confirm any agreements between the Company on the one hand, and the before named Companies, or any or either of them, or any persons on the other hand already made, or which prior to the passing of the Bill

may be made or entered into with reference to all or any of the purposes aforesaid.

To alter, re-arrange, declare, and define the share and loan capitals of the Company, and to alter the respective amounts, which the Company are now authorized to raise by shares and by borrowing, and to authorize the Company for the general purposes of their undertaking and upon such terms and conditions as shall be prescribed by 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 if thought fit in one or more classes, and by borrowing on mortgage or bond, and by the creation and issue of debenture stock, or by any or either of such means.

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;" "The London Central Railway Act, 1873;" 9 and 10 Vic., caps. 204 and 231, and all other Acts relating to or affecting the London and North Western Railway Company; 9 and 10 Vic., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 6 William 4, cap. 75, and all other Acts relating to or affecting the South Eastern Railway Company; 5 and 6 William 4, cap. 107, 26 and 27 Vic., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company; the Great Eastern Railway Act, 1862, and all other Acts relating to or affecting the Great Eastern Railway Company; 4 and 5 Wm. 4, cap. 88, 18 and 19 Vic., cap. 188, and all other Acts relating to or affecting the London and South Western Railway Company; 9 and 10 Vic., cap. 283, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company, 16 and 17 Vic., cap. 132, and all other Acts relating to or affecting the London, Chatham, and Dover Railway Company; 16 and 17 Vic., cap. 186, and all other Acts relating to or affecting the Metropolitan Railway Company; 27 and 28 Vic., cap. 322, and all other Acts relating to or affecting the Metropolitan District Railway Company, and all other Acts, if any, which may relate to or be effected 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, and will confer other rights and privileges, and will contain all such provisions as may be necessary or incidental to its objects.

And notice is hereby given, that on or before the 20th day of December next, printed copies of the Bill for effecting the objects aforesaid, will be deposited in the private Bill Office of the House of Commons.

Dated this 11th day of November, 1873.

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

In Parliament.—Session 1874.

Medway Docks.

(Extension of Time for compulsory Purchase of Lands and completion of Works; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to extend the times

limited by "The Medway Docks Act, 1866," "The Medway Docks (Extension of Time) Act, 1869," and "The Medway Docks (Extension of Time) Act, 1872," for the compulsory purchase of lands and completion of works by the first-named Act authorised, and to revive such of the powers (if any) of the said several Acts as have already expired, and otherwise to alter, amend, extend, enlarge, or repeal all or some of the powers and provisions of the said several Acts and of any other Act or Acts which will impede or interfere with the several objects and purposes herein stated, or any or either of them.

Printed copies of the intended Act will on or before the 21st day of December, 1873, be deposited at the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1873.

R. Prall, Rochester, Solicitor for the Bill.

R. J. Pead, 4, Storey's-gate, Westminster, Parliamentary Agent.

Portsmouth Street Tramways Company.

(Construction of Additional Street Tramways; Compulsory user of Streets, &c.; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Corporation of Portsmouth, Street Authorities, &c.; Working and other Arrangements with other Companies and Bodies.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order to authorise the Portsmouth Street Tramways Company (hereinafter called "the Company") to construct and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The tramways proposed to be authorised by the Provisional Order are the following:—

1. A Tramway No. 1, commencing by a junction with the Tramway No. 2, authorised by the "Portsmouth Street Tramways Act, 1870," at its termination, and curving thence in a northerly direction into and along the London-road and terminating in the last named road at a point about 60 feet north of the south gate or entrance to North End House. The said proposed Tramway No. 1 will be laid throughout in the centre of the respective roads and streets through which it is intended to be laid.

2. A Tramway, siding or passing place (No. 2), commencing by a junction with the Tramway No. 11, by the said Portsmouth-street Tramways Act, 1870, authorised, at its termination in Kingston-crescent, and curving thence in a northerly direction into and along the London-road, and terminating at a point about 20 yards from its commencement, as above-described. The proposed tramway will at its commencement be 9 feet from and south of the imaginary centre line of Kingston-crescent, and will be laid on a curve of a radius of 50 feet, until at its termination it attains the imaginary centre line of the London-road.

3. A Tramway siding or passing place (No. 3), wholly situate in the London-road aforesaid, commencing and terminating by junctions with the proposed Tramway No. 1 above described, the point of commencement being opposite to the north-west corner of No. 1 Carlton-terrace, and terminating at a point 54 yards north therefrom. The said proposed Tramway No. 3 will at its commencement be in the centre of the

London-road, and will thence gradually diverge in an easterly direction, until in the length of 18 yards it attains the distance of 9 feet from the imaginary centre line of that road, and will continue at that distance for the length of 18 yards, and will then again gradually approach, until in the length of 18 yards it again attains the imaginary centre line of the road.

4. A tramway, siding, or passing place (No. 4) situate partly in the London-road aforesaid, and partly in the road leading to Stamshaw, and commencing by a junction with the proposed Tramway No. 1 at a point 40 yards south of its termination as above described, and curving thence in a north westerly direction into and along the road leading to Stamshaw, and terminating in the last-named road at a point 3 chains from its commencement as above described. The proposed Tramway No. 4 will be laid throughout in the centre of the respective roads and streets through which it is intended to pass.

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

Tramway No. 1. On both sides of the London-road between a point 50 feet north of the central entrance of the Blue Anchor tavern, and a point 22 yards north thereof.

On both sides of the London-road between a point opposite No. 2, Chesnut-terrace and a point 50 yards north thereof.

Tramway No. 3. In the London-road, on the eastern side thereof, between its point of commencement and a point 47 yards northwards thereof.

Tramway No. 4. In the road leading to Stamshaw, between a point 25 yards north of the point of commencement of the tramway as above described, and the point of termination of the said tramway.

The tramways and works hereinbefore described and proposed to be authorised by the Provisional Order, will be made wholly in the parish of Portssea, in the county of Southampton.

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

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

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 passenger or other traffic upon the same, and to confer exemptions from the payments of such tolls, rates, or duties.

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

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

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

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Provisional Order, the use of the proposed 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 edge 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 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 Corporation of Portsmouth, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules and regulations, or of any of the provisions of the Provisional Order.

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

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

tramway, so removed or discontinued to be used or intended so to be.

To enable the Company and the Corporation of Portsmouth (acting both as the Town Council and Urban Sanitary Authority), 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, removing, 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 by means of animal power.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works and a copy of this Notice as published in the London Gazette will, on or before the 29th day of November instant, be deposited at the office of the Board of Trade, and also for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester in that county, and that a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places from, in, through, and into which the intended street tramways and works will be made or pass, and a copy of this Notice as published in the London Gazette will, on or before the said 29th 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 proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the offices of the undersigned.

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, 1874.

Dated this 1st day of November, 1873.

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

In Parliament.—Session 1874.

Fal Valley Railway.

(Incorporation of Company for making Railways from the Cornwall Minerals Railway (Ratew Branch) to St. Just, in the county of Cornwall, and a pier or jetty in St. Just Pool; Agreements with Cornwall Minerals, Cornwall, Great Western, Bristol and Exeter, and South Devon Railway Companies.)

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

To incorporate a Company (herein referred to

as "the Company"), and to enable them to make and maintain in the county of Cornwall the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith, and with the proposed pier or jetty in St. Just Pool, that is to say:—

Railway No. 1. A railway commencing by a junction with the railway called the "Ratew Branch," in and authorised by the "Cornwall Minerals Railway Act, 1873," at or near a fence dividing the fields respectively numbered 12 and 13, in the parish of St. Dennis, on the plans deposited with respect to the application to Parliament for the said Act, with the Clerk of the Peace for the county of Cornwall, passing thence through or into the parishes of St. Dennis, St. Enoder, and St. Stephens in Bramwell, or some of them, and terminating in the said parish of St. Stephens in Bramwell, on the north side of a public road, leading from the village of St. Stephens to Gram-pound-road, at a point 42 yards or thereabouts, measured in an easterly direction along the said public road, from the east bank of the said River Fal, at Terrace bridge.

Railway No. 2. A railway commencing by a junction with the Railway No. 1 hereinbefore described, at the termination thereof in the parish of St. Stephens in Bramwell aforesaid, passing thence through or into the parishes and places following, or some of them (that is to say):—St. Stephens in Bramwell, Ladock, Creed, Probus, the borough of Gram-pound, Cuby, St. James Tregony (otherwise the borough of Tregony), Veryan, Cornelly, Ruan-Lanhihorne, Pilleigh, Lamorran, Gerran, and St. Just in Roseland, and terminating in the said parish of St. Just in Roseland, in a field the property of John Heywood Hawkins, and in the occupation of Richard Chenoweth, on the cliff adjoining the part of Fal-mouth Harbour known as St. Just Pool, at a point about 35 yards measured eastward along the said cliff from the extreme south-west point of the entrance to St. Just Creek, and near to a cottage at the entrance to the said creek, formerly a coast-guard station, but now occupied by William Harvey.

Railway No. 3. A railway situate wholly in the said parish of St. Just in Roseland, commencing by a junction with Railway No. 2, at its point of termination as hereinbefore described, and terminating in St. Just Pool, about 18 chains to the southward of the commencement of the said Railway No. 3.

Railway No. 4. A railway commencing in the parish of Creed, by a junction with Railway No. 2, hereinbefore described in a wood, the property of Joseph Grigg, Esquire, at a point 88 yards or thereabouts from the head weir of the leat which supplies water to the flour mills known as "Tanks" or "Gram-pound Mills," measured along the line of the said leat, thence passing through or into the parishes of Creed and St. Stephen's in Bramwell, and terminating in the last-mentioned parish by a junction with the Cornwall Railway, at a point 114 yards or thereabouts from the east end of the Coombe Valley Viaduct, measured in an easterly direction along the line of the Cornwall Railway.

Railway No. 5. A railway commencing by a junction with Railway No. 3 authorised by the "Cornwall Minerals Railway Act, 1873," at a point 770 yards or thereabouts from the termination of the said Railway No. 3, and terminating by a junction with the before-mentioned Ratew Branch at a point 440 yards or thereabouts from

the point of commencement of that railway, which said proposed railway will be wholly in the parish of St. Columb Major.

To empower the Company for the purposes of and in connection with the said intended Railway No. 3, to make and maintain a pier or jetty with all needful works and conveniences connected therewith, which said pier or jetty will be wholly situate in the said parish of St. Just in Roseland, and upon which said pier or jetty the said Railway No. 3 will be made, and which said pier or jetty will extend into St. Just Pool for a length of about 18 chains, measured from the termination of the intended Railway No. 2.

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

To enable the Company on the one hand, and the Cornwall Minerals Railway Company, the Cornwall Railway Company, the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway 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 and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance, the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, 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 Cornwall Minerals Railway Company to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them 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 respective existing and authorized 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.

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 Company's Clauses Acts 1845, 1863, and 1869," "The Lands Clauses Acts 1845, 1860, and 1869," "The Railways Clauses Acts 1845 and 1863," and it will amend and enlarge the powers and provisions of the "Cornwall Minerals Railway Act 1873" (36 and 37 Vic., cap. 162), or any other Act or Acts

relating to the Cornwall Minerals Railway Company; also the several Acts relating to the Cornwall, the Great Western, Bristol and Exeter and South Devon Railway Companies.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 29th 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 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 20th day of December next.

Dated this 11th day of November, 1873.

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

In Parliament.—Session 1874.

Temple Mineral Railway.

(Incorporation of Company; Construction of Railway from the Bodmin and Wadebridge Railway at Blissland to Temple; Running Powers and Facilities over Bodmin and Wadebridge, Cornwall Mineral, and Bodmin and Wadebridge Junction and Cornwall Minerals Railway, and Powers to Levy or Alter Tolls thereon; Arrangements with London and South Western, Bodmin and Wadebridge, Cornwall Mineral, and Bodmin and Wadebridge Junction, and Cornwall Minerals 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 authorise 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 Blissland by a junction with the Bodmin and Wadebridge Railway, at or near a bridge or culvert passing under that railway, and called or known as Stock Bridge, which said bridge or culvert is situate at or near the boundary between the parishes of Helland and Blissland, and terminating in the parish of Temple at or near the point at which the road from the village of Temple to Merri-field Farm crosses the Temple stream, which said intended railway will pass from, through,

or into all or some of the parishes or places following, viz., Helland, Blissland, Cardinham, and Temple, all in the county of Cornwall.

To authorise the Company to purchase and take by compulsion or agreement, lands, houses, and property required for the purposes of the intended railway and works, and to levy tolls, rates, and duties for the use of the intended railway and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railway 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, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description, the whole or any part of the railways following (that is to say), the Bodmin and Wadebridge Railway, the Cornwall Mineral and Bodmin and Wadebridge Junction Railway, the Cornwall Minerals Railway, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences, on or connected or used with the said railways respectively, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the Bodmin and Wadebridge Railway Company, and the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company, and the Cornwall Minerals Railway Company respectively, or other the Company or Companies for the time being, owning or working the said railways, so run over and used, or as, in default of agreement, shall be determined by the Railway Commissioners, or by arbitration, or defined by the Bill; and to require and compel the Bodmin and Wadebridge Railway Company, and the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company, and the Cornwall Minerals Railway company respectively, or other the Company or Companies for the time being owning or working the respective railway, so run over and used, to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy and receive tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them over the before-mentioned railways respectively, and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon the said railways respectively, 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 Cornwall Mineral and Bodmin and Wadebridge Junction 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 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 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; 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; The Cornwall Mineral and Bodmin and Wadebridge Junction Railway Act, 1873, The Cornwall Minerals Railway Act, 1873; 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 29th day of November instant, plans and sections of the intended railway and works, together with a book of reference to such plans, an Ordnance map with the lines of the intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin; and that, on or before the said 29th 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 railway 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 20th day of December next, printed copies of the Bill for effecting the object aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1873.

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

In Parliament.—Session 1874.

Midland Railway (Additional Powers).

(Railways, Alterations of Railways, Roads, and other Works and Additional Lands, and stopping up of Roads and Footpaths in the Counties of Northampton, Rutland, Derby, Nottingham, Stafford, West Riding of the county of York, Worcester, Cumberland, Lancaster, Leicester, Surrey; Power to Company and Glasgow and South Western Railway Company to acquire Additional Lands in the county of Lanark, and to make Agreements; Transfer to Company of the powers of Wolverhampton, Walsall, and Midland Junction Railway Company; Exercise by Company of Borrowing Powers of other Companies; Consolidation of Shares and Stocks; Creation of New Stock; Additional Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Midland Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain the railways following, or some or one of them, with all proper approaches, stations, sidings, works, and conveniences connected therewith (that is to say):—

A Railway (to be called "the Kettering and Manton Line") to commence in the parish or extra-parochial place called Barford, in the county of Northampton, by a junction with the Company's main line of railway to London, at a point thereon twenty chains or thereabouts, measured along the said line northward from the bridge in the parish or extra-parochial place of Glendon, in the said county of Northampton, which carries the public highway from Rothwell to Weekley over the said main line, and to terminate in the parish of Manton, in the county of Rutland, by a junction with the Company's System and Peterborough Line, at a point thereon eight and a-half chains or thereabouts, measured along the said line in a northerly direction from the door communicating between the booking office and the platform of the Manton Station on that line, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Barford otherwise Barford-Extra, Kettering, Rushton, Glendon, Newton, Pipwell, Geddington, Great Oakley, Little Oakley, Staunton, Corby, Great Weldon, Little Weldon, Rockingham, Dene, Dene-thorpe, Gretton, Haringworth, and Laxton, all in the county of Northampton; Seaton, Thorpe-by-Water, Morcott, Glaston, Liddington, Bisbrooke, Uppingham, Wing, Preston, Pilton, Lyndon, Martinthorpe, and Manton, all in the county of Rutland;

A Railway (to be called "the Blackwell Branch"), to commence in the parish of Blackwell, in the county of Derby, by a junction with the Company's Erewash Valley Line, at a point thereon five chains or thereabouts north of the bridge which carries the public highway from Alfreton to Blackwell over that Railway, and to terminate in the hamlet of Hucknall-under-Huthwaite, in the parish of Sutton-in-Ashfield, in the county of Nottingham, in a field lying on the north side of the public highway leading from Blackwell to Hucknall-under-Huthwaite, belonging to Robert Adlington and in the

occupation of Thomas Hopkins, and known as the Little Coal Stack Close, otherwise Pit Close, which said intended Railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Blackwell, Shirland, Tibsholf, and South Normanton, in the county of Derby, and Hucknall, Hucknall-under-Huthwaite, and Sutton-in-Ashfield, in the county of Nottingham;

Six Railways (to be called "the Burton Extensions") to be situated wholly in the parish of Burton-upon-Trent, in the county of Stafford (that is to say):—

Railway No. 1 to commence in the township of Burton-upon-Trent by a junction with the Company's Branch Line to Shobnall Wharf, at a point thereon seven and a-half chains or thereabouts north-west of the bridge carrying the Company's line from Derby to Birmingham over the road called Shobnall-road, and to terminate in the township of Horninglow, in a field lying on the south-west side of and adjoining to Shobnall-road, and belonging to the Marquis of Anglesey, and in the occupation of Henry James Meakin, and known as the Cow Pasture; which said intended railway will be situate in the townships of Horninglow, Burton-upon-Trent, and Burton-Extra, or some or one of them;

Railway No. 2, to be situate wholly in the township of Horninglow, and to commence by a junction with Railway No. 1 at a point thirty-three yards or thereabouts to the west of the bridge which carries Shobnall-road over the Grand Trunk Canal, and to terminate by a junction with the Company's Horninglow Branch Line, at a point thereon where the same branch crosses Victoria-crescent;

Railway No. 3, to commence in the township of Burton-Extra by a junction with the Company's line from Derby to Birmingham, at a point thereon twelve chains or thereabouts to the south-west of the bridge carrying the said line over Shobnall-road, and to terminate in the township of Burton-Extra by a junction with Railway No. 1 at a point five chains or thereabouts north-west of the commencement thereof, which said intended railway will be situate wholly in the townships of Burton-Extra and Burton-upon-Trent;

Railway No. 4, to commence in the township of Burton-Extra by a junction with Railway No. 1, twelve chains or thereabouts north-west of the commencement of that railway, and to terminate in the township of Horninglow by a junction with the Company's Horninglow Branch Line, at a point where the same branch crosses Dallow-street, which said intended Railway will be situate wholly in the said townships of Burton-Extra and Horninglow;

Railway No. 5, to be situate wholly in the township of Burton-Extra, and to commence by a junction with Railway No. 1, at a point 3 chains or thereabouts north-west of the commencement thereof, and to terminate on the site of the now disused Bond End Canal, at a point thereon six chains or thereabouts south-east of the Bond End Bridge;

Railway No. 6, to commence in the said township of Burton-Extra by a junction with Railway No. 5, at a point where Uxbridge-street crosses the site of the now disused Bond End Canal, and to terminate in the township of Burton-upon-Trent, at or by a junction with the railway sidings at Messrs.

Bass and Company's New Brewery on the north-east side of Duke-street, which said intended railway will be situate wholly in the said townships of Burton-Extra and Burton-upon-Trent;

A Railway (to be called "the Dronfield and Unstone Line"), to be situate wholly in the townships of Dronfield and Unstone, in the parish of Dronfield, in the county of Derby, and to commence by a junction with the Company's Chesterfield and Sheffield Line at a point thereon nine chains or thereabouts south-east of the Dronfield Station on that line, and to terminate by a junction with the Company's Unstone Branch, two yards or thereabouts north of the public road called Crow-lane;

A Railway (to be called "the Pleasley Extension"), to commence in the parish of Pleasley, in the county of Derby, by a junction with the Company's Teversall and Pleasley Extension Line, authorized by "The Midland Railway Additional Powers Act, 1873," at a point twenty-two chains or thereabouts south-west of the authorized termination thereof, in a field known as Twelve Acres, in the parish of Pleasley, and to terminate in the parish of Mansfield-Woodhouse, in the county of Nottingham, by a junction with the Company's Mansfield and Worksop Line, at or near the bridge which carries the road known as Common-lane under that line, which said Railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Mansfield and Mansfield-Woodhouse, in the county of Nottingham, and Pleasley-hill and Pleasley, in the county of Derby;

A Railway (to be called "the Killamarsh Branch Extension"), to commence in the parish of Killamarsh, in the county of Derby, by a junction with the Company's Killamarsh Branch Line at a point thereon four furlongs and one chain or thereabouts east of the bridge carrying that line over the River Rother, and to terminate in the parish of Wales, in the West Riding of the county of York, in a field belonging to and in the occupation of the Kiveton Park Coal Company Limited, and known as Open Shaft Close, which said intended railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Killamarsh, in the county of Derby, and Wales, Treeton, Harthill-with Woodhall, and Harthill, in the West Riding of the county of York;

A Railway (to be called "the Alton Branch"), to be situate wholly in the township of Stretton-and-Claylane, in the parish of North Wingfield, in the county of Derby, to commence by a junction with the Company's line from Derby to Leeds at a point thereon twenty chains or thereabouts south of the Stretton Station, and to terminate in a field known as Cow Close, belonging to Joseph Holt Dixon, and occupied by John Booth;

A Railway (to be called "the Litchurch Wagon Branch"), to be situate wholly in the township of Litchurch, in the parish of St. Peter, Derby, in the county of Derby, to commence by a junction with the Company's main line Derby curve, at a point thereon one hundred yards or thereabouts south of the junction between that curve and the Company's line from Derby to Birmingham, and to terminate

in a field known as the Osmaston-road-close, at a point therein ten yards or thereabouts north of the Pinfold, in the corner of the said close;

A Railway (to be called "the Breedon Cross Junction Curve"), to be situate wholly in the parish of King's Norton, in the county of Worcester, to commence by a junction with the Birmingham West Suburban Railway, now in course of construction at, or near the bridge carrying the public highway from Birmingham to King's Norton over the Worcester and Birmingham Canal at Breedon Cross, and to terminate by a junction with the Company's line from Bristol to Birmingham at a point thereon twenty-nine chains or thereabouts west of the bridge which carries that line over the same canal;

An alteration or deviation (to be called "the Radford Deviation No. 1") in the line and levels of the Company's Nottingham and Mansfield Line, to commence at a point thereon in the parish of Lenton, in the county of Nottingham, sixteen chains or thereabouts south of the level crossing of that line by the turnpike road leading from Nottingham to Wollaton, and to terminate at another point thereon in the parish of Radford, in the same county, forty-eight chains or thereabouts north of the same level crossing; which said intended alteration or deviation will be wholly situate within the said parishes of Lenton and Radford;

An alteration or deviation (to be called "the Radford Deviation No. 2") in the line and levels of the Company's Radford and Trowell Branch, to commence at a point thereon in the said parish of Lenton, twenty-three chains or thereabouts from the junction of that branch with the said Nottingham and Mansfield Line, and to terminate in the said parish of Radford by a junction with the proposed Radford Deviation No. 1, at a point two chains or thereabouts west of the said junction of the said Radford and Trowell Branch with the said Nottingham and Mansfield Line; which said intended alteration or deviation will be wholly situate within the said parishes of Lenton and Radford.

To authorize and confirm the construction and maintenance by the Company, beyond the limits of deviation shown on the deposited plans referred to in the Midland Railway (Settle to Carlisle) Act 1866, of so much of the railway thirdly described in and authorized by that Act as lies between the fields numbered respectively on the said plans 2 and 22, in the township of Coathill, in the parish of Wetherall, in the county of Cumberland;

To empower the Company to lay down and use rails in, over, across, and on the level of Great Ancoats-street, in the township and parish of Manchester, in the county of Lancaster, between the existing goods station of the Company and the building of the Company known as Blair's Mill; with power to the Company and the Corporation of Manchester to enter into and carry into effect agreements with reference thereto, and to confirm any such agreement made or to be made;

To empower the Company to levy tolls, rates, and charges for or in respect of the intended railways and works, and to grant exemptions from the payment of tolls, rates, and charges;

To empower the Company to make the alterations or deviations in the lines and levels of the public highways and other roads following (that is to say):—

An alteration or deviation in the township of Bramley, in the parish of Leeds, in the West

Riding of the county of York, in the line and levels of the public highway which crosses the Company's Leeds and Bradford Line on the level near to and on the west side of the Newlay Station on that line, to commence from a point on that public highway fifty yards or thereabouts southward, and to terminate at another point thereon one hundred and forty yards or thereabouts northward of the same level crossing; and to stop up and discontinue the said level crossing; and to appropriate to the purposes of the Company so much of the said existing public highway as lies between the boundaries of the Company's property and will not be required for the purposes of the intended works;

An alteration or deviation in the township and parish of Bingley, in the West Riding of the county of York, in the line and levels of the road and footpath which cross the Company's Leeds and Bradford Line on the level at a point thereon twelve and a half chains or thereabouts south-east of the south-east end of the Bingley Tunnel, to commence at a point on that road and footpath five chains or thereabouts westward of that level crossing; and to terminate at another point thereon five chains or thereabouts eastward of that level crossing; and to stop up and discontinue the said level crossing; and to appropriate to the purposes of the Company so much of the said road and footpath as lies between the boundaries of the Company's property and will not be required for the purposes of the intended works;

An alteration or deviation in the parish of Chesterfield, in the county of Derby, in the line and levels of the turnpike road leading from Chesterfield to Brimington, to commence at a point thereon twelve chains or thereabouts north of the Tapton toll-gate, and to terminate at another point thereon twenty-eight chains or thereabouts north of the said toll-gate, measured along the said road; and to appropriate to the purposes of the Company so much of the existing turnpike road as lies between the points aforesaid:

An alteration or deviation in the parish of Whitwick, in the county of Leicester, in the line and levels of the public highway known as Mantel-lane, which crosses the Company's Leicester and Burton Line on the level at Coalville, to commence at a point thereon four chains or thereabouts south of the said level crossing, and to terminate at another point thereon five chains or thereabouts north of the same level crossing; and to stop up and discontinue the said level crossing; and to appropriate to the purposes of the Company so much of the existing public highway as lies between the boundaries of the Company's property and will not be required for the purposes of the intended works:

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and also for extending their station, siding, warehouse, coal-wharf, depôt, mineral, goods and other accommodation, and for other purposes connected with their undertaking, the lands, houses, and buildings following, or some of them (that is to say):—

Certain lands and houses in the township and parish of Rothwell, in the West Riding of the county of York, lying partly on the west and partly on the east sides of and adjoining or near to the Company's line from Derby

to Leeds, and lying between the Leeds and Wakefield turnpike road and the Leeds and Barnsdale turnpike road; and also certain other lands and houses situate partly in the said township and parish of Rothwell, and partly in the township of Hunslet, in the parish of Leeds, in the said West Riding, lying partly on the west and partly on the east sides of and adjoining or near to the said line, and lying between Pepper-lane and the said Leeds and Wakefield turnpike road; and also certain other lands and houses in the said township of Hunslet, lying partly on the west and partly on the east sides of and adjoining or near to the said line, and to the north of and near to Pepper-lane;

Certain lands and houses in the parish of Clapham, in the West Riding of the county of York, lying on the north-east side of and adjoining the Company's line from Settle to Ingletton northward of and near to Green Close;

Certain lands and houses in the township of Holbeck, in the parish of Leeds, in the West Riding of the county of York, lying on the north-east side of and adjoining the Company's line from Derby to Leeds, and lying between Sweet-street and Nineveh-lane;

Certain lands and houses in the township and parish of Bradford, in the West Riding of the county of York, lying on the west side of and adjoining or near to the Company's station at Bradford, and between Salem-street and Kirkgate;

Certain lands and houses partly in the parish of Norton, in the county of Derby, and partly in the township of Nether-Hallam, in the parish of Sheffield, in the West Riding of the county of York, lying on the east side of and adjoining the Company's Sheffield and Chesterfield Line, and on the west side of and adjoining the Sheffield and Chesterfield turnpike road, and between the Company's Heeley Station and the bridge south of and nearest to that station which carries the said Railway over the River Sheaf.

Certain lands and houses in the township of Kimberworth, in the parish of Rotherham, in the West Riding of the county of York, lying on both sides of and adjoining to the Company's Sheffield and Rotherham Branch, and north of the railway of the Manchester, Sheffield, and Lincolnshire Railway Company from Sheffield to Barnsley, and extending therefrom in a north-easterly direction for a distance of seventy-six chains or thereabouts;

Certain lands and houses in the township of Long-Eaton, in the parish of Sawley, in the county of Derby, lying on the east side of and adjoining to the Company's Brewash Valley Line, and lying between the Long-Eaton Station thereon and the River Brewash; and also certain other lands and houses partly in the same township and parish and partly in the township of Toton, in the parish of Attenborough, in the county of Nottingham, lying on the east side of and adjoining to the same railway, and contiguous or near to the last-mentioned lands;

Certain lands and houses in the township of Tapton, in the parish of Chesterfield, in the county of Derby, lying partly on the east side and partly on the west side of and adjoining or near to the Company's line from Derby to Leeds, and on the north side of Dark-lane;

Certain lands and houses in the townships of

Little-Rowsley and Darley, in the parish of Darley, in the county of Derby, lying on the west side of and adjoining to the Company's Ambergate and Rowsley Line, and extending for a distance of forty-five chains or thereabouts north and for a distance of twenty-five chains or thereabouts south of Howe Brook.

Certain lands and houses in the township of Litchurch, in the parish of Saint Peter, Derby, in the county of Derby, lying between London-road and the Company's main line Derby curve, and on the north-west side of and near to Deadman's-lane ;

Certain lands and houses in the township of Wormhill, in the parish of Tideswell, in the county of Derby, lying on the south-west side of and adjoining to the Company's Rowsley and Buxton Extension Line, and adjoining or near to the Peak Forest Station ;

Certain lands and houses in the parish of Selston, in the county of Nottingham, lying on the north side of and adjoining to the Company's line from Pye Bridge to Mansfield and between the public highway from Selston to Pinxton and the River Erewash ;

Certain lands and houses in the township of Kirby-Muxloe, in the parish of Glenfield, in the county of Leicester, lying between the Company's Burton and Leicester Line and the public highway leading from Kirby-Muxloe to Leicester and on the north and south sides of and near to the Kirby-Muxloe Station ;

Certain lands and houses in the township of Kirby-Muxloe, in the parish of Glenfield, in the county of Leicester, lying on both sides of and adjoining to the Company's Leicester and Swannington Branch, and on both sides of the public highway leading from Ratby to Kirby-Muxloe, where the same crosses the said branch on the level at the Ratby Station ;

Certain lands and houses in the township and parish of Glenfield, in the county of Leicester, lying on the east side of and adjoining to the public highway leading from Glenfield to Ansty, and on the north side of and adjoining to the Company's Leicester and Swannington Line ;

Certain lands and houses partly in the parish of Desford and partly in the parish of Ratby, both in the county of Leicester, lying on the south side of and adjoining to the Company's Burton and Leicester Line, and partly on the south-east and partly on the south-west sides of the public highway leading from Desford to Ratby ;

Certain lands and houses in the township of Bromkingsthorpe, in the parish of Saint Mary Leicester, in the county of Leicester, lying partly on the west side and partly on the east side of and adjoining or near to the Company's Leicester and Swannington Line, and north of or near to the West Bridge Station ;

Certain lands and houses situate in the parish of Saint Mary Newington, in the county of Surrey, bounded on the east by the Walworth-road, on the north by Hanover-street, on the south by Amelia-street, and on the west partly by the London, Chatham, and Dover Railway, and partly by an existing coal depôt of the Company ;

To empower the Company to stop up and discontinue as a public highway and appropriate to the purposes of their undertaking the under-

mentioned portion of the street in the township of Litchurch, in the parish of Saint Peter, Derby, in the county of Derby, called Nelson-street, (that is to say) : so much thereof as extends from its junction with Station-street to its junction with Peel-street.

To empower the Company to stop up and discontinue as a public highway the footpath in the township of Brightside-Bierlow, in the parish of Sheffield, in the West Riding of the county of York, which leads from Brightside-lane to Grimesthorpe, and passes under the Company's Sheffield and Rotherham Railway at a point thereon fifteen chains or thereabouts north-east of the junction between that railway and the Company's Chesterfield and Sheffield Line.

To empower the Company and the Glasgow and South Western Railway Company, or either of them, with the consent of the other, to purchase or acquire by compulsion or agreement, and to hold the lands, houses, and buildings hereinafter described or referred to (that is to say) :

Certain lands, houses, and buildings in the city, parish, and royal burgh of Glasgow, in the county of Lanark, bounded by High-street on the west, Græme-street on the south, the City of Glasgow Union Railway on the south-east, and property belonging to the Glasgow and South Western Railway Company, and the City of Glasgow Union Railway Company, or one of them, on the north and east; and also certain other lands, houses, and buildings in the same parish, royal burgh, and county, lying between and adjoining the City of Glasgow Union Railway on the north-west, and Græme-street on the south-east; with power to stop up and discontinue and appropriate to the purposes for which such lands are intended to be acquired, the streets or places called College Open, Blackfriars-street, Old Vennel, Regent-place, and Ayton-place, all in the said city, parish, and royal burgh of Glasgow and county of Lanark ;

Certain lands, houses, and buildings in the barony parish of Glasgow, the parish of Springburn, and royal burgh of Glasgow, or one or more of them, in the county of Lanark, lying on both sides of and adjoining the City of Glasgow Union Railway, now in course of construction, and on both sides of and adjoining the road to Provan Mill, commonly called the Garngad-road, with power to make in the said parishes and royal burgh, or one or more of them, in the county of Lanark, an alteration and deviation in the line and levels of the Garngad-road, as the same now exists, or is being altered by the City of Glasgow Union Railway Company, commencing at a point on the said road four hundred yards or thereabouts, measuring in a south-westerly direction, from the gate lodge for Germiston House, and terminating at a point on the said road opposite the said gate lodge, and to stop up in the said parishes and royal burgh, or one or more of them, in the county of Lanark, and discontinue as public thoroughfares and appropriate so much of the Garngad-road as is situate between the main line of the City of Glasgow Union Railway and the termination of the intended deviation of the said road as hereinbefore described, and also the road or street lying to the east of the authorised line of the City of Glasgow Union Railway, and leading from the said Garngad-road to the road leading past the north side of Blochairn Ironworks, throughout the entire length of such road or street ;

To empower the Company and the Glasgow and

South Western Railway Company to enter into and carry into effect arrangements and agreements with reference to the acquisition, ownership, and use of the lands, houses, and buildings in the city parish and barony parish of Glasgow and parish of Springburn, proposed to be purchased and taken under the authority of the intended Act, and with reference to the construction, ownership, use, management, control, and maintenance of the stations and works intended to be erected thereon, and with reference to the ownership and interest of the said Companies respectively of and in and otherwise with reference to all or any lands and stations at Glasgow, already acquired or constructed, or authorised to be acquired or constructed, by the Glasgow and South Western Railway Company, or which they now use, or are authorised to use, and with reference to the payment or contribution by the Company and the Glasgow and South Western Railway Company of or towards the rent or other consideration payable for or in respect of the construction or use of any of the said stations and works; and to confirm or to give effect by the provisions of the intended Act to any arrangement or agreement between the said Companies which may have been or may be entered into with reference to the matters aforesaid, or any of them; and to empower the Glasgow and South Western Railway Company to apply to all or any of the purposes aforesaid any capital or funds from time to time belonging to them or under the control of their directors, and to raise additional capital for such purposes by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend attached thereto, and by borrowing on mortgage or bond:

To empower the Company to purchase so much of any property as they may require for the purposes of the said intended Act without being subjected to the liability imposed by the ninety-second section of "The Lands Clauses Consolidation Act, 1845:"

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken under the powers of the intended Act, or with the public roads, footpaths, and highways proposed to be stopped up and discontinued, which would in any manner impede or interfere with the purposes of the intended Act or any of them, and to confer other rights and privileges:

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act:

To empower the Company to acquire by agreement and to hold for purposes connected with their undertaking lands, houses, and buildings in the parish of Saint Pancras, in the county of Middlesex, adjoining or near to their existing railway and stations; and to enable the several Corporations and persons interested in any such lands, houses, and buildings to sell and dispose of the same:

To transfer to and vest in the Company all the powers, rights, and privileges now vested in the Wolverhampton Walsall and Midland Junction Railway Company (hereinafter called "the Wolverhampton Company"), and all lands and other property, real or personal, belonging to the Wolverhampton Company, and all other their undertaking, and the benefit of all contracts entered into by or with them or on their behalf,

and also all duties, debts, and liabilities of the Wolverhampton Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Wolverhampton Company, and the construction and maintenance of the railways and works authorised by the Wolverhampton Walsall and Midland Junction Railway Act, 1872, and the Wolverhampton Walsall and Midland Junction Railway Company's Act, 1873, and the purchase of lands for the purposes thereof respectively, and the levying, demanding, and recovering of tolls, rates, and charges in respect to the said undertaking as fully and effectually to all intents and purposes as if the powers contained in the said Acts had been originally conferred on the Company: And to dissolve and wind up the Wolverhampton Company, and to vary or extinguish the rights and interests of the shareholders in that Company: And to make provision for the release and retransfer from the Accountant-General of the Court of Chancery in England of the sums of money deposited in the Bank of England in respect of the Railways authorised by the said Acts respectively, and for the delivery up and cancelling of any bond or other security given in respect of such sums of money:

To empower the Company to grant and issue in their name, and under their seal, and upon the security of their undertaking, mortgages, bonds, debentures, or debenture stock in renewal of or in exchange, substitution, or satisfaction for mortgages, debentures, or bonds of any other Company whose undertaking is vested in, leased to, or worked by the Company either alone or in conjunction with any other Company or Companies, or is otherwise under the management or control of the Company;

To authorise and provide for the consolidation of the various classes of preference and guaranteed shares and stocks, and of ordinary shares and stocks, and of debenture stocks of the Company, to such an extent, by such means, and subject to such conditions and restrictions as may be prescribed or provided for by the intended Act; and to empower the Company to create rent-charge or other preference or guaranteed stock, and to issue the same in lieu of or in substitution for rents, or other payments in the nature of rents, or of preference or guaranteed interest or dividend on the shares or stock of any other Company, to the parties entitled to the same; and to alter or vary the rights and privileges attached to all or some of the existing shares or stocks in the Company, and to confer other rights and privileges; and, so far as may be necessary for the purposes aforesaid, to authorise an increase of the aggregate nominal amount of the capital of the Company:

To empower the Company to raise a farther sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing, or by debenture stock, or by any of such means; and also to apply to all or any of such purposes any capital or funds belonging to the Company:

And notice is hereby further given, that maps, plans, and sections relating to the objects of the intended Act, and books of reference to such plans, and a copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the twenty-ninth day of November in the present year, be deposited for public inspection as follows (that is to say), as regards the works in the county of Cumberland with the Clerk of the Peace for that-

county at his office at Carlisle; as regards the works and lands wholly in the West Riding of the county of York, and the works and lands partly in that riding and partly in the county of Derby, with the Clerk of the Peace for that riding at his office at Wakefield; as regards the works in the county of Lancaster with the Clerk of the Peace for that county at his office at Preston; as regards the works and lands wholly in the county of Derby and the works and lands partly in that county and partly in the West Riding of the county of York, and the works partly in the county of Derby and partly in the county of Nottingham with the Clerk of the Peace for the county of Derby at his office at Derby; as regards the works and lands wholly in the county of Nottingham and the works partly in that county and partly in the county of Derby with the Clerk of the Peace for the county of Nottingham at his office at Newark; as regards the works in the county of Stafford with the Clerk of the Peace for the county of Stafford at his office at Stafford; as regards the works and lands in the county of Leicester with the Clerk of the Peace for the county of Leicester at his office at Leicester; as regards the works partly in the county of Northampton and partly in the county of Rutland with the Clerk of the Peace for the county of Northampton at his office at Northampton; and as regards the last-mentioned works also with the Clerk of the Peace for the county of Rutland at his office at Oakham; as regards the works in the county of Worcester with the Clerk of the Peace for that county at his office at Worcester, as regards the lands in the county of Surrey with the Clerk of the Peace for that county at his office at North-street, Lambeth; and as regards the lands in the county of Lanark with the Principal Sheriff Clerk for that county at his office at Glasgow: And that on or before the said twenty-ninth day of November a copy of so much of the said plans, sections, and books of reference respectively as relates to the several parishes within which any works are intended to be made, or any lands intended to be taken, are situate, together with a copy of this notice, will be deposited for public inspection as follows (that is to say): as relates to the parish of Saint Mary Newington, with the Vestry Clerk of that parish at the Vestry Hall, Walworth-road; as relates to the city parish of Glasgow, the barony parish of Glasgow, and the parish of Springburn respectively, with the schoolmaster, and if there be no schoolmaster, then with the Session Clerk of each such parish at the usual place of abode of such schoolmaster or Session Clerk; and as relates to the Royal Burgh of Glasgow with the Town Clerk of such Royal Burgh at his office; and as relates to the several other parishes with the parish clerk of each such parish at his residence; and as relates to the parish or extra-parochial place of Barford also with the parish clerk of the adjoining parish of Rushton at his residence; and as relates to the parish or extra-parochial place of Glendon also with the parish clerk of the adjoining parish of Kettering at his residence; and as relates to any other extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence:

And it is proposed by the said intended Act to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them (that is to say):

The Acts relating to the Midland Railway Company, 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 33, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11

and 12 Vict. caps. 21, 88, and 181; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24, Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; 28 and 29 Vict. caps. 98, 327, 335, and 359; 29 Vict. cap. 90; 29 and 30 Vict. caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict. caps. 27, 170, 185, and 207; 31 and 32 Vict. caps. 43 and 49; 32 and 33 Vict. caps. 25, 83, and 115; 33 and 34 Vict. cap. 63; 34 and 35 Vict. caps. 11, 39, 86, and 192; 35 and 36 Vict. caps. 57, 118, 140, 178, and 182; and 36 and 37 Vict. caps. 54, 153, 187, and 210; and any other Act or Acts relating to the Midland Railway Company:

“The Wolverhampton Walsall and Midland Junction Railway Act, 1872;” and any other Act or Acts relating to the Wolverhampton Walsall and Midland Junction Railway Company:

The Act 18 and 19 Vict. cap. 97, and any other Act or Acts relating to the Glasgow and South Western Railway Company:

And notice is hereby further given, that copies of the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

Beale, Marigold, and Beale, 28, Great George-street, Westminster, Solicitors.

In Parliament.—Session 1874.

Truro and Perran Mineral Railway.

(Construction of New Railways; Powers to raise Additional Share and Loan Capital, and apply Authorised Capital; Running Powers and Facilities over Cornwall Minerals Railway; Arrangements with other Railway Companies; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Truro and Perran Mineral 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)—

1. To authorise the Company to make and maintain the railways hereinafter described, or one of them, or some part or parts thereof respectively, together with all proper sidings, stations, approaches, works, and conveniences connected therewith, or incidental thereto, respectively, to be wholly situate in the county of Cornwall (that is to say):—

A Railway (No. 1), commencing in the parish of Saint Allen by a junction with the authorised line of the Company at the point where that authorised line crosses the fence dividing the properties numbered 51 and 53 respectively in the said parish of Saint Allen on the plans deposited for the purposes of “The Truro and Perran Mineral Railway Act, 1872,” with the Clerk of the Peace for the county of Cornwall, and terminating in the parish of Newlyn East by a junction with the Cornwall Minerals Railway in course of construction 100 yards or thereabouts eastward of the point at which the said last-mentioned railway crosses the road leading from Fiddler’s Green to Shepherd’s Farm, which said intended Railway (No. 1) will be wholly made and situate within the said parishes of Saint Allen and Newlyn East.

A Railway (No. 2) wholly situate in the said

parish of Newlyn East, commencing by a junction with the intended Railway (No 1) in Shepherd's Moor, at a point 30 yards or thereabouts to the west of the south-west corner of the southernmost of two pools, which supply water to the water-wheel at Shepherd's Farm, and terminating by a junction with the said Cornwall Minerals Railway 50 yards or thereabouts to the westward of the point at which the said last mentioned railway crosses the road leading from Shepherd's Farm to Zelah.

2. To authorise the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railways and works.

3. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways and works.

4. To empower the Company to levy tolls, rates, and duties, for the use of the intended railways and works, and to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

5. To authorise 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 by borrowing on mortgage or bond and by the creation of debenture stock, and to authorize the Company to apply to the purposes of the Bill any capital or funds now belonging to them, or which they are authorized to raise.

6. To empower the Company, and all other Companies and persons lawfully using the authorized and intended railways of the Company, or any part thereof, to run over and use with their engines and carriages, waggons, and trucks, and their officers and servants, and for the purposes of traffic of every description, the whole or any part of the Cornwall Minerals Railway, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences, on or connected or used with that railway, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the Cornwall Minerals Railway Company, or other the Company or Companies for the time being owning or working the said Cornwall Minerals Railway, or as, in default of agreement, shall be determined by the Railway Commissioners or by arbitration, or defined by the Bill; and to require and compel the Cornwall Minerals Railway Company, or other the Company or Companies for the time being owning or working the said Cornwall Minerals Railway, to afford all requisite facilities for the purpose and to enable the Company, and all other Companies and persons as aforesaid, to levy and receive tolls, fares, rates, and charges in respect of passengers, animals, and things conveyed by them over the said Cornwall Minerals Railway, and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon the said Cornwall Minerals Railway and the works and conveniences connected therewith.

7. To enable the Company on the one hand, and the Great Western Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, the Cornwall Railway Company, and the Cornwall Minerals Railway Company, or any or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting Companies of the authorized and intended railways and works of the Company, or of any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the said railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made or allowed by any or either of the contracting Companies to the other or others of them for or on account of any matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

8. 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.

9. 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 Truro and Perran Mineral Railway Act, 1872," and all other Acts relating to or affecting the Company; "The Cornwall Minerals Railway Act, 1873," and all other Acts relating to or affecting the Cornwall Minerals Railway Company; 5 and 6 Wm. 4, cap. 107, 26 and 27 Vic., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company; 6 Wm. 4, cap. 36, and all other Acts relating to or affecting the Bristol and Exeter Railway Company; 7 and 8 Vic., cap. 68, and all other Acts relating to or affecting the South Devon Railway Company; 9 and 10 Vic., cap. 335, 24 and 25 Vic., cap. 215, and all other Acts relating to or affecting the Cornwall Railway Company; and all other Acts relating to or affected by the objects of the Bill.

10. And notice is hereby further given, that on or before the 29th 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, 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 Cornwall, at his office at Bodmin, in that county; and that on or before the

said 29th 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 20th day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1873.

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

In Parliament—Session 1874.

Leatherhead and Guildford Railway.

(Incorporation of Company for making Railway; Running powers; Working Agreements with and powers to and affecting London, Brighton, and South Coast, and London and South Western 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, in the county of Surrey, the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:

A railway commencing by a junction with the Leatherhead, Dorking, and Horsham Branch of the London, Brighton, and South Coast Railway, at a point two and a half chains, or thereabouts, to the southward of the centre of the River Mole, where the said river is crossed by the said branch railway, in the parish of Fetcham, passing thence through or into the following parishes and places, or some of them, that is to say, Fetcham, Great Bookham, Little Bookham, Effingham, East Horsley, West Horsley, East Clandon, Send and Ripley, West Clandon, Stoke or Stoke-next-Guildford, and Worplesdon, and terminating in the said parish of Stoke by a junction with the Woking, Guildford, and Godalming Branch of the London and South Western Railway, at a point about ten chains to the northward of the bridge by which the said branch crosses the road leading from Woodbridge Hill to Guildford.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to deviate from the lines and levels of the said railway to any extent to be authorised by the Bill; to acquire lands, houses, and other property, compulsorily and 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 authorise the London, Brighton, and South Coast Railway Company (hereinafter called "the

Brighton Company") and the London and South Western Railway Company (hereinafter called "the South Western Company"), or either of those Companies, to contribute towards the cost of constructing the intended railway and works, out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage, over their respective existing and authorised capitals; and to enable the said Companies, or either of them, to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company, on the one hand, and the said Brighton and South Western Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

To enable the Company, and all Companies and persons lawfully using the railway of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith, respectively (that is to say): so much of Leatherhead, Dorking, and Horsham Branch of the Brighton Company as lies between the junction therewith of the said intended railway and the Leatherhead Station, together with the use of that station, and so much of the Woking, Guildford, and Godalming Branch of the South Western Company as lies between the junction therewith of the said intended railway and the Guildford Station, together with the use of that station.

To require the Brighton and South Western Companies to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration, or as may be defined by the Bill, and if need be to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings and to confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the

necessary provisions of the Companies Clauses Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Acts, 1845 and 1863; and it will, so far as may be necessary, amend and enlarge the powers and provisions of the 9 and 10 Vict. cap. 233; 23 and 24 Vict. cap. 158; 26 and 27 Vict. cap. 137; and of any other Acts relating to the Brighton Company, and of the 2 and 3 Vict. cap. 28; 7 and 8 Vict. cap. 5; 8 and 9 Vict. caps. 86 and 135; 23 and 24 Vict. cap. 158; 26 and 27 Vict. cap. 90; and of any other Acts relating to the South Western Company.

Duplicate plans and sections describing the line, 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 29th 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, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 11th day of November, 1873.

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

In Parliament.—Session 1874.

Harrow and Rickmansworth Railway.

(Incorporation of Company; Construction of Railway from the London and Aylesbury Railway at Rickmansworth to Harrow; Working and other Arrangements with London and Aylesbury, Watford and Rickmansworth, London and North Western, Metropolitan and St. John's Wood, and Metropolitan Railway Companies; Powers of Subscription, Guarantee, Raising, and Application of Money to London and Aylesbury, Watford and Rickmansworth, Metropolitan and St. John's Wood, and Metropolitan 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 purposes following, or some of them (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company,") and to authorise the Company to make and maintain the railway hereinafter described, or some part or parts thereof, with all proper and convenient stations, sidings, buildings, approaches, and other works and conveniences connected therewith or incidental thereto, viz.:—

A railway commencing in the parish of Rickmansworth, in the county of Hertford, by a junction with the Railway (No. 2); autho-

rising by "The London and Aylesbury Railway Act, 1871," in a field numbered 106 in the said parish on the plans of the said authorised railway, deposited in respect of the said Act with the respective Clerks of the Peace for the counties of Hertford and Middlesex, in November, 1870, and terminating in the parish of Harrow-on-the-Hill, in the county of Middlesex, in a field adjoining and on the south side of the public road from Harrow to Pinner, near the Roxborough Tavern, and 400 yards measured in a westerly direction from the said tavern, which proposed railway will pass into or through all or some of the following parishes, viz.: Rickmansworth and Watford, in the county of Hertford and Buislip, Pinner, and Harrow-on-the-Hill, in the county of Middlesex.

To purchase and take, by compulsion and agreement, lands, houses, and property required for the purposes of the intended railway and works, and to levy tolls, rates, and duties for the use of the intended railway 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 intended railway and works;

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 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 enable the Company and the London and Aylesbury Railway Company, and the Watford and Rickmansworth Railway Company, and the London and North-Western Railway Company, and the Metropolitan and St. John's Wood Railway Company, and the Metropolitan 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 agree-

ment 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 Aylesbury Railway Company, the Watford and Rickmansworth Railway Company, the Metropolitan and St. John's Wood Railway Company, and the Metropolitan Railway Company, or any or either of those Companies, to subscribe and contribute money towards the making of the intended railway, 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 for such purposes to apply their respective corporate funds, and to raise further money by the creation of new shares and stock in their respective undertakings 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): 34 and 35 Vict. cap. 203, and all other Acts relating to or affecting the London and Aylesbury Railway Company, 23 and 24 Vict. cap. 111, and all other Acts relating to or affecting the Watford and Rickmansworth Railway Company; 9 and 10 Vict. cap. 204; and all other Acts relating to or affecting the London and North Western Railway Company; 27 and 28 Vict. cap. 303, and all other Acts relating to or affecting the Metropolitan and St. John's Wood Railway Company; 17 and 18 Vict. cap. 221, and all other Acts relating to or affecting the Metropolitan Railway Company.

And notice is hereby further given, that on or before the 29th day of November instant, plans and sections of the intended railway and works, together with a book of reference to such plans, an 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 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 29th 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 railway 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 20th day of December next, printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

William Toogood, 16, Parliament Street,
Westminster, Solicitor.

Toogood and Ball, 16, Parliament Street,
Westminster, Parliamentary Agents.

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In Parliament.—Session 1874.

North Eastern and Blyth and Tyne Railways.
(Vesting in North Eastern Railway Company Undertaking of Blyth and Tyne Railway Company; Additional 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 following, or some of the following, among other purposes, that is to say:

To vest in or provide for the vesting in the North Eastern Railway Company (hereinafter called "the Company") by transfer or purchase, the undertaking of the Blyth and Tyne Railway Company, upon such terms and conditions as may have been or as may be agreed upon between the two Companies, or as may be prescribed by the Bill, and to confirm any agreement which may have been, or which may be entered into between the two Companies, having reference to the objects and purposes aforesaid, and to enable the Company to exercise all the powers and authorities of the Blyth and Tyne Railway Company with reference to their undertaking and the undertaking of any other Company.

To empower the Company to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

To provide, if need be, for the dissolution of the Blyth and Tyne Railway Company, and for the incorporation of the shareholders therein with the Company and its shareholders, and for the appointment of directors, and for regulating, fixing, and enlarging the capital, stock, and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the shareholders in the two Companies respectively.

To authorize the Company to apply their existing funds and any moneys they have still power to raise to the purposes of the Bill, and for the same purposes to create and issue or to raise additional capital by the creation and issue of new ordinary and preference shares or stock, and by borrowing upon such terms and conditions as the Bill shall define or Parliament may prescribe.

To vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

The Bill will incorporate with itself, and, if need be, with variations, the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," and will, so far as may be necessary or expedient, repeal, alter, extend, and amend the provisions or some of the provisions of the following or some of the following Acts (local and personal), that is to say—17 and 18 Vic., c. 211; 26 and 27 Vic. c. 122; 28 Vic., c. 111; and 33 Vic., c. 7; and all other Acts relating to the Company; and 17 and 18 Vic., c. 79; 20 and 21 Vic., c. 114; 24 and 25 Vic., c. 118; 27 and 28 Vic. c. 244; 30 and 31 Vic., c. 203; 35 and 36 Vic., c. 50; and all other Acts relating to the Blyth and Tyne Railway Company.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 12th day of November, 1873.

Richardson, Gutch, and Co., York;
R. P. and H. Philpson, Newcastle-upon-Tyne, Solicitors for the Bill.

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

In Parliament—Session 1874.

Manchester, Sheffield, and Lincolnshire Railway.

(Additional Powers.)

(Construction of new Railways in the counties of York, Nottingham, Derby, and Chester; consequential powers as to Compulsory Purchase of Lands; Purchase of Additional Lands by Compulsion and Agreement; Diversion of River Tame; Stopping up and Diversion of Roads and Streets; Confirmation of Purchase, and Appropriation of Funds; Application of Funds; Sale and Disposition of Lands; Purchase by and vesting in the Company of Widnes Railway; Dissolution of Widnes Railway Company; Release of Deposit Money, and Construction of New Road in Widnes; Vesting in the Company of Macclesfield, Knutsford and Warrington Railway; Deviation, Abandonment and alteration of levels of portions of that Railway; Revival of Powers for compulsory Purchase of Lands, and Extension of Time for completion of Works; Power to subscribe towards Hull Docks, and appoint Directors; Power to the Company, and North Staffordshire Railway Company, to subscribe to undertaking of Macclesfield Committee; Additional Capital; Consolidation of Ordinary Guaranteed and Preference Stocks; Enlargement of Powers as to Superfluous Lands; Power to Manchester, South Junction and Altrincham Railway Company to acquire additional Lands at Altrincham; Amendment of Acts, and other purposes.)

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

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

A Railway No. 1, commencing by a junction with the South Yorkshire Railway (Barnsley Coal Railway) in the township and parish of Royston, in the West Riding of the county of York, at a point on that railway distant 6 chains and 16 yards, measured in a northerly direction along the last mentioned railway from the centre of the road or lane called Lea Lane, leading from Staincross to Royston, where the same road crosses the said railway on the level, and terminating in the township and parish of Crofton, in the West Riding of the county of York, by a junction with the West Riding and Grimsby Railway, at or near a point distant 13 chains and 11 yards or thereabouts, measured in an easterly direction along the last-mentioned railway, from the centre of the bridge carrying the road or lane called Santingley Lane, leading from Santingley to Crofton, in the said Riding and county of York, over the last-mentioned railway.

A Railway No. 2, commencing by a junction with Railway No. 1, in the township of Winterset, in the parish of Wragby, in the West Riding of the county of York, in a field in the occupation of Joseph and William Gawthorp, at a point 1 chain distant from the northern fence of the said field, and measured in a south-easterly direction, and at right angles from the northern fence, and which said point in the said northern fence is distant 3 chains, measured in a westerly direction along the said last-mentioned fence from the north-eastern corner of the said field, and terminating in the township of Nostel, in the extra-parochial

place of Nostel or Wragby, in the West Riding of the county of York, by a junction with the West Riding and Grimsby Railway at or near a point distant 18½ chains or thereabouts, measured in a westerly direction along the last-mentioned railway from the north-west corner of Nostel station buildings in the said county of York.

A Railway No. 3, commencing by a junction with Railway No. 1 in the said township and parish of Royston, in a field in the occupation of John Henry Sudbury, at a point 5 yards or thereabouts distant from the north-western fence of the said field, and measured in a south-easterly direction, and at right angles from that fence, and which said point in the said north-western fence is distant 16 yards or thereabouts measured in an easterly direction along the said last-mentioned fence from the north-eastern corner of the said field and terminating in the township of Notton, in the said parish of Royston, by a junction with the Midland Railway at or near a point on that railway distant 5½ chains, or thereabouts, measured in a northerly direction along that railway from the centre of the viaduct carrying that railway over the Barnsley Canal.

A Railway No. 4, commencing by a junction with the South Yorkshire Railway, in the township of Ardsley, in the parish of Darfield, in the West Riding of the county of York, at a point on that railway distant 4 yards or thereabouts, measured in a westerly direction along the last-mentioned railway from the centre of the bridge carrying the road or lane called Oaks-lane, leading to the Oaks colliery over that railway, and terminating in the township of Monk Bretton, in the said parish of Royston, in the West Riding of the county of York, by a junction with the South Yorkshire Railway (Barnsley Coal Railway) at or near a point on that railway, distant 16 chains or thereabouts, measured in a south-easterly direction along the last-mentioned railway from the centre of the aqueduct, carrying the Barnsley Canal over that railway, and which said Railways Nos. 1, 2, 3, and 4 will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, namely, Royston, Felkirk, Notton, Havercroft, Havercroft with Cold Hiendley, Cold Hiendley, South Hiendley, Ryhill, Wragby, Winterset, Hemsworth, Nostel, Crofton, Monk Bretton, Darfield, Ardsley, Barnsley, and Silkstone, all in the West Riding of the county of York.

A Railway No. 5, commencing by a junction with the main line of the Manchester, Sheffield, and Lincolnshire Railway, in the parish of Worksop, in the county of Nottingham, at a point on that railway distant 11 yards or thereabouts, measuring in a westerly direction along the said main line of railway from the west corner of the south platform of the passenger station at Shireoaks, on the said Manchester, Sheffield, and Lincolnshire Railway, and terminating in the parish of Conisborough, in the West Riding of the county of York, by a junction with the South Yorkshire Railway at a point on that railway distant 30½ chains or thereabouts, measured in an easterly direction along that railway from the centre of the bridge near Clifton Wood, in Conisborough aforesaid, which carries that railway over the River Dun, and which said intended railway will pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial, or other places following, or some of them, namely, Worksop and Shireoaks, in the county of Nottingham, North Anston, South Anston, Anston, Woodsetts, Dinnington, Saint Leonard, Laughton-en-le-Morthen, Saint John, Laughton-en-le-Morthen, Brampton-

en-le-Morthen, Carr, Throapham, Brookhouse, Slade Hooton, Maltby, Saint John's Maltby, Hooton Levet, Stainton, Stainton-with-Hellaby, Micklebring, Ravenfield, Braithwell, Clifton, Hooton Roberts, Warmsworth, and Conisborough, all in the West Riding of the county of York.

A Railway No. 6, commencing in the township of Swanland, in the parish of North Ferriby, in the East Riding of the county of York, by a junction with the North-Eastern Railway at a point on that Railway immediately opposite the eastern side of the signal-box at the Dairycoates or Bridlington otherwise Burlington Junction of that Railway, and terminating in the parish of Holy Trinity in the town and county of the town of Kingston-upon-Hull, on the south side of Great Passage-street, immediately opposite to and in a straight line with the east side of Fawcett-street. And which said Railway No. 6 will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them, namely Hesse, Swanland, Kirk-Ella, North Ferriby, Cottingham, Sulcoates, in the East Riding of the county of York, and Holy Trinity in the town and county of the town of Kingston-upon-Hull.

A Railway No. 7, commencing in the parish of Glossop, in the county of Derby, by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at a point on that railway distant 9 chains or thereabouts, measured in a westerly direction along that railway from the west corner of the goods shed at Old Dinting or Gamesley station on that railway, and terminating in the said parish of Glossop, at a point in the northern fence of a field belonging or reputed to belong to Lord Howard of Glossop, and in the occupation of Tom Harrop Sidebottom; and which last-mentioned point in the said northern fence is distant 4 chains or thereabouts from the north-eastern corner of the said field, measured along the said northern fence in a westerly direction.

A Railway No. 8, commencing in the said parish of Glossop by a junction with the proposed Railway No. 7, in a field belonging, or reputed to belong, to Lord Howard of Glossop, and in the occupation of John Shepley and William Shepley, at a point in that field distant 13 yards or thereabouts from a point in the western fence of the said field, measured in an easterly direction, and at right angles with that fence, and which said point in the said western fence is distant 33 yards or thereabouts from the north-west corner of the said field measured along the line of the said western fence, and terminating at a point in the fence on the easterly side of the road leading towards the Old Dinting or Gamesley Station, past the north-westerly end of Dinting Vale Print Works, in the occupation of Messrs. Potter & Co., and which said point in the said fence at the easterly side of the said road is 2½ chains distant measured in a south-westerly direction along the said fence from the south-east corner of the parapet wall of the bridge carrying the said last-mentioned road over Glossop Brook.

A Railway No. 9, commencing in the parish of Glossop, by a junction with the proposed Railway No. 7, in a field belonging, or reputed to belong, to Lord Howard of Glossop, and in the occupation of John Dalton, at a point in that field distant 18 yards or thereabouts from a point in the southern fence of the said field, which divides the same field from the public highway from Higher Barnes to Waterside, measured in a northerly direction, and at right angles with the said last-mentioned fence, and which said point in the said southern fence is distant 10½ chains or thereabouts, measured in a north-easterly

direction along the said fence from the north-east corner of the house in the occupation of Joseph Wood, and terminating at a point in the north-western fence of the same field at a point in that fence distant 7 yards or thereabouts, measured along the said fence in a northerly direction from the north-west corner of the cotton mill belonging or reputed to belong to Thomas Rhodes, and which said Railways Nos. 7, 8, and 9, will pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, that is to say: Gamesley, Dinting, Charlesworth, Hadfield, Glossop, and Woolley Bridge, all in the county of Derby, and Hollingworth and Mottram in Longdendale, in the county of Chester.

To authorize the Company, for the purposes of their undertaking, to purchase, by compulsion or agreement, or to confirm the purchase and acquisition by or on behalf of the Company, or any contract or agreement entered into by the Company for the purchase or acquisition, of the following property, viz.:—

Certain lands, houses, and buildings belonging, or reputed to belong, to the Duke of Leeds and George Wright, Esq., situate in the parish of South Anston, in the county of York, adjoining to and on the north side of the main line of the railway of the Company there.

Certain other lands, houses, works, and buildings situate in Sussex-street, Effingham-lane, and Maltravers-street, all in the borough and parish of Sheffield, in the West Riding of the county of York, and now or late in the occupation of Frederick Thorpe Mappin or his under-tenants.

Certain other lands, situate in the parish of Ecclesfield, in the West Riding of the county of York, belonging, or reputed to belong, to the Duke of Norfolk, and lying on the north-east side, and abutting upon the Railway of the Company, bounded at the north-westerly end thereof by the turnpike road leading from Sheffield to Wortley, and being near to the Wadsley Bridge station of the Company.

Certain other lands, houses, and buildings in the township of Swinton, in the parish of Wathon-Dearne, in the West Riding of the county of York, adjoining and on the north-west side of the River Dun navigation there, and abutting upon the north-east on a road passing over the said navigation and the Rotherham branch of the South Yorkshire Railway near the Swinton Station on that railway.

Certain other lands situate and being in the parish of Mexborough, in the West Riding of the county of York, commonly called or known by the name of "The Leaches," or "the Great Leach" and "Little Leach," lying on the northerly and southerly sides of the South Yorkshire Railway near to the Mexborough Station on that railway.

Certain other lands, houses, and buildings, situate in the parish of Rochdale, in the county of Lancaster, belonging, or reputed to belong, to William Fenton, Esq., and others, abutting upon the turnpike road leading from Rochdale to Huddersfield towards the north, and adjoining and near to the New Hey Station of the Lancashire and Yorkshire Railway there.

Certain other lands, houses, and buildings, situate in the township of Cleethorpes and parish of Clee in the parts of Lindsey, in the county of Lincoln, belonging, or reputed to belong, to the Master, Fellows, and Scholars of Lady Frances Sidney Sussex College, Cambridge, abutting upon the east side of the Cleethorpes branch of the railway of the Company at and near their station there.

Certain other lands, houses, and buildings, situate in the parish of Grimsby, otherwise Great Grimsby, in the county of Lincoln, belonging, or reputed to belong, to the Mayor, Aldermen, and Burgesses of the borough of Grimsby, being bounded towards the north and west by the centre line of the authorized Railway No. 2, as shown on the plans of that railway, referred to in "The Manchester, Sheffield, and Lincolnshire Railway Act, 1873," on the east by the line defining the western limit of deviation of lands authorized to be taken and acquired by the Company by "The Manchester, Sheffield, and Lincolnshire Railway (Additional Lands at Grimsby) Act, 1869," as shown on the plans referred to in that Act; and on the south by an imaginary line drawn in an easterly direction from a point marked 6 furlongs on the said centre line of the said authorized Railway No. 2, until the said last-mentioned imaginary line cuts the before-described eastern boundary at a point about 6 chains measured in a southerly direction from a certain public road called West Marsh Lane.

Certain other lands, houses, and buildings, situate in the said parish of Great Grimsby, lying between the Old and Royal Docks there, abutting towards the north-west on the most north-easterly corner of the said Old Dock, and on the north-east on the most north-westerly corner of the said Royal Dock, and being about 6 chains in width, or thereabouts.

Certain other lands, houses, and buildings, part of which are portions of Holmes Common, and are extra-parochial, in the city of Lincoln, and other parts of which are situate in the parish of Boultham, belonging, or reputed to belong, to George Morland Hutton and others, and bounded towards the north by the Great Northern Railway loop line, towards the south by lands of the Company, and in part adjoining at the easterly end thereof the River Witham.

Certain other lands, houses, and buildings, belonging, or reputed to belong, to George Morland Hutton and others, situate in the parishes of North Boultham, otherwise Boultham, Skellingthorpe, and Saint Mary-le-Wigford, in the county of Lincoln, and lying between the loop line of the Great Northern Railway there and a certain stream called the Foss Dyke.

Certain other lands, houses, and buildings, situate on the south side of Saint Mark's Lane, in the parish of Saint Mark, in the city and county of Lincoln, and adjoining Saint Mark's Church at the east end thereof, and the River Witham at the west end thereof.

Certain other lands, houses, and buildings, situate in the parish of Saint Mark, in the county of Lincoln, bounded on the south by the Market Rasen branch of the railway of the Company, on the north by lands belonging to William Henry Howard and others, on the east by Sincil Dyke, and on the west by the High Street in the city of Lincoln.

Certain other lands, houses, and buildings situate in the parishes of Ashton-under-Lyne and Stockport, adjoining and abutting upon the Ashton and Stalybridge Branch of the railway of the Company towards the north-east, the main line of the railway of the Company towards the south-east, and the River Tame as it now is or is intended to be diverted towards the south-west.

To authorise the Company to alter and divert so much of the course of the River Tame, in the parish of Ashton-under-Lyne, in the county of Lancaster, and the parish of Stockport, in the county of Chester, commencing at a point where the said river passes under the main line of the railway of the Company in the parish of Ashton-

under-Lyne and in the township of Dukinfield in the parish of Stockport, and terminating at a point on the said river distant 11 chains or thereabouts, measured along the course of the said river in a south-westerly direction, from the centre of the bridge carrying the Ashton Branch of the railway of the Company over the said river, and to vest the site of the old bed of the river when diverted in the Company.

To enable the Company to stop up so much of a certain highway or occupation road situate in the parish of South Anston in the West Riding of the county of York, leading from the South Anston road to certain cottages, maltkiln, stone yards, and premises in South Anston aforesaid, adjoining or near to the Chesterfield Canal as crosses the main line of railway of the Company, on a level at a point $5\frac{1}{2}$ chains or thereabouts to the east of the Kiveton Park Station on the railway of the Company, and in lieu thereof to make and maintain a new road wholly in the said parish of South Anston on the south side of the said main line of railway of the Company, commencing at a point about 10 yards measured in a southerly direction from the said level crossing and terminating by a junction with the public highway across the said railway, called the South Anston and Dog Kennels-road, at a point in that road distant 20 yards or thereabouts from the centre of the said railway measured in a southerly direction along the said last-mentioned road.

To enable the Company permanently to stop up the following streets and highways in the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull, namely the whole of Nile-street, the whole of Wood's-lane, the whole of Edward's-place from the points where the said street, lane, and place, called Nile-street, Wood's-lane, and Edward's-place respectively join Cogan-street, to the respective points where the same street, lane, and place respectively join Castle-row.

And to sanction and confirm any purchase and acquisition of the said lands and property or any part thereof already made or which prior to the passing of the intended Act may be made by or on behalf of the Company, or any contract, agreement or arrangement entered into by or on behalf of the Company for or with reference to such purchase or acquisition, and to authorize the Company to apply any capital or funds now or hereafter belonging to them to the purposes of such purchase and acquisition, and to appropriate the said lands and property or any part thereof to the purposes of their undertaking or otherwise, and to sanction and confirm any such application or appropriation already made, or which, prior to the passing of the intended Act, may be made, and to authorize the Company to sell, lease, let, or otherwise dispose of any part of such lands and property which are not or eventually may not be required by them for the purposes of their undertaking, upon such terms and conditions and for such considerations as they may think fit, and to sanction and confirm any such sales, leases, lettings, or other dispositions already made or which prior to the passing of the intended Act may be made by or on behalf of the Company, and as far as may be necessary for this purpose to amend or alter the Lands Clauses Consolidation Act, 1845.

To authorize the Company to purchase and the Widnes Railway Company to sell, transfer to, and vest in the Company all the powers, rights, and privileges now vested in the Widnes Railway Company, and all lands and other property, real or personal, belonging to that Company, and all other their undertaking, and the benefit of all contracts entered into by or with them or in

their behalf, and also all duties, debts, and liabilities of the Widnes Railway Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Widnes Railway Company, and the construction and maintenance of the railways and works authorized by "The Widnes Railways Certificate, 1873," and confirmed by "The Railways Provisional Certificate Confirmation Act, 1873," and the purchase of lands for the purposes thereof, and the levying, demanding, recovering of tolls, rates, and charges, in respect to the said undertaking, as fully and effectually as if the powers contained in the last-mentioned Act had been originally conferred on the Company.

To dissolve and wind up the Widnes Railway Company, and to vary or extinguish the rights and interests of the shareholders in that Company.

To provide for the release and re-transfer of the money deposited with the Paymaster-General on behalf of the Court of Chancery, in respect of the railways authorised by "The Railways Provisional Certificate Confirmation Act, 1873."

To enable the Company to make and maintain a new road or street, as an approach to the Widnes Railway, commencing in the township of Widnes and parish of Prescott, in the county of Lancaster, in a field belonging to John Bibby, at a point in the said field shown on the deposited plans of Railway No. 2, authorised by "The Widnes Railways Certificate, 1873," and confirmed by "The Railways Provisional Certificate Confirmation Act, 1873," as the termination of that railway, and terminating by a junction with Ann-street East, in Widnes aforesaid, at a point in that street measured 40 feet or thereabouts in an easterly direction along the line of that street, from the junction of Earl-street with that street; and which intended street or road will be about 188 yards or thereabouts in length, and is wholly situate in the said township of Widnes and parish of Prescott.

To transfer to and vest in the Company all the powers, rights, and privileges now vested in the Macclesfield, Knutsford, and Warrington Railway Company (hereinafter called the Macclesfield Company), and all lands and other property, real or personal, belonging to the Macclesfield Company, and all other their undertaking, and the benefit of all contracts entered into by or with them or on their behalf, and also all duties, debts, and liabilities of the Macclesfield Company, so that the Company may be enabled to act in all respects with reference to the undertaking of the Macclesfield Company and the construction and maintenance of the railways and works authorised by the Macclesfield, Knutsford and Warrington Railway Act, 1866, the Macclesfield and Knutsford Railway Act, 1871, and the Manchester, Sheffield, and Lincolnshire Railway Company (Additional Powers) Act, 1872, and the purchase of land for the purposes thereof, and the levying, demanding, and recovering of tolls, rates, and charges in respect to the said undertaking, as fully and effectually to all intents and purposes as if the powers contained in the said last-mentioned Acts had been originally conferred on the Company.

To enable the Company to make and maintain the following Railway, or some part thereof, with all proper stations, works, and conveniences connected therewith, that is to say:—

A Railway No. 10, in lieu and substitution of a portion of the railway hereinafter mentioned and described, as intended to be abandoned, commencing by a junction with the authorized line of the Macclesfield, Knutsford and Warrington Railway, at a point shown on the deposited plans of that railway referred to in "The Macclesfield, Knutsford and Warrington Railway Act, 1866,"

as one mile, in a field numbered 348 on those plans, situate in the township of Upton and parish of Prestbury, in the county of Chester, and terminating by a junction with the Macclesfield, Bollington, and Marple Railway, belonging to the Macclesfield Committee, at a point on that railway on the centre of the bridge which carries that railway over the River Bollin, in the township of Titherington, in the said parish of Prestbury, and which said intended Railway No. 10 will pass from, through, or into the several parishes, townships, or other places following or some of them, namely, Upton, Macclesfield, Titherington, Hurdsfield, and Prestbury, all in the county of Chester.

To enable the Company and the Macclesfield Company to abandon or relinquish the construction of so much of Railway No. 1, authorized by "The Macclesfield, Knutsford and Warrington Railway Act, 1866," as lies between the commencement of that railway in the township of Macclesfield, in the parish of Prestbury, in the county of Chester, and the point shown on the deposited plans of that Railway as one mile in the said township of Upton, in the parish of Prestbury.

To enable the Company or the Macclesfield Company to alter the levels of that portion of Railway No. 1 authorized by "The Macclesfield, Knutsford, and Warrington Railway Act, 1866," as according to the deposited plans referred to in that Act would be made and situate between the points shown on the deposited plans referred to in that Act as 2 miles and 6 miles 3 furlongs and 7½ chains, and which alterations of levels will be in the several parishes, townships, extra-parochial or other places following, or some of them, namely, Prestbury, Fallibrome, Mottram St. Andrew, Alderley, Over Alderley, Wilmslow, Bollin Fee, Pownall Fee, Chorley, and Fulshaw, all in the county of Chester.

To revive and extend the powers granted to the Macclesfield Company for the compulsory purchase of lands for the purposes of their undertaking by the Act incorporating the Macclesfield Company (29 and 30 Vic., cap. 159), as extended by the Macclesfield and Knutsford Railway Act, 1871, and also to extend the period limited by the last-mentioned Act for the completion of the railways of the Macclesfield Company.

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

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

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

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

To empower the Company to subscribe a limited sum towards, and to hold shares in, the undertaking of the Dock Company at Kingston-upon-Hull, and to vote at meetings and appoint a director or directors of that Company, and to have and exercise other powers, rights, and privileges in respect of the undertaking of the Dock Company, and for that purpose the Bill will contain provisions for altering the constitution of the Board of Directors of the said Dock Company, and other provisions with reference to the said undertaking.

To authorise and empower the Company and the North Staffordshire Railway Company respectively to contribute a further sum or sums of money towards the undertaking vested in the Macclesfield Committee, under "The Macclesfield, Bollington, and Marple Committee Act, 1871," for the general purposes of that undertaking, and for that purpose to mortgage all or any part of their respective undertakings, to increase their capital by the creation of new and additional shares and stocks, with or without preference or priority in the payment of dividends, or by such other ways and means and upon such terms and conditions as may be prescribed in the said intended Act.

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

To enable the Company to consolidate into one ordinary stock all or any of the ordinary stocks or shares in the Company, and to consolidate into one or more preference stocks all or any of the guaranteed and preference stocks and shares in the Company, and so far as may be necessary for the purposes aforesaid, to vary the existing rights of the holders of the stocks and shares so to be consolidated, and to confer other rights and privileges in lieu thereof, and to make all other necessary provisions and arrangements for and consequent upon such consolidation.

And it is proposed by the intended Act to enact provisions with respect to the sale of superfluous lands belonging to or vested in the Company, and to exempt such lands from the operation of any Act of Parliament requiring a sale thereof within a limited period, and to authorise the Company to maintain and hold such lands permanently, or for a further limited period, as the case may be, and as far as may be necessary for this purpose to amend or alter the Lands Clauses Consolidation Act, 1845.

To authorise the Manchester South Junction and Altrincham Railway Company to purchase by compulsion or agreement certain lands, houses, and buildings situate in the township of Altrincham, in the parish of Bowdon, in the county of Chester, belonging or reputed to belong to the Earl of Stamford and Warrington and others, situate on and adjoining the north-west side of the Manchester South Junction and Altrincham

Railway, and extending from the north-west end of the Altrincham Station on that railway to a place called Goose Green.

To repeal, alter, or amend the 39th section of "The Manchester, South Junction and Altrincham Railway Act, 1845," so far as relates to making and maintaining a station in a field in the township of Altrincham, referred to in that section.

To alter, amend, extend, and enlarge, and if need be, to repeal all or some of the powers and provisions of the following Acts (local and personal) that is to say:—12 & 13 Vic., cap. 81; 13 & 14 Vic., cap. 94; 14 & 15 Vic., cap. 114; 15 & 16 Vic., caps. 83 and 144; 16 & 17 Vic., caps. 52 and 145; 18 & 19 Vic., caps. 91 and 129; 21 & 22 Vic., caps. 75 and 113; 22 & 23 Vic., cap. 5; 23 & 24 Vic., cap. 15; 24 & 25 Vic., caps. 66, 86, 113 and 156; 25 & 26 Vic., caps. 91, 98, 112 and 129; 27 & 28 Vic., caps. 7, 78, and 320; 28 & 29 Vic., caps. 248, 327 and 378; 29 & 30 Vic., caps. 158, 162, 191 and 294; 30 & 31 Vic., cap. 4; 32 & 33 Vic., caps. 25 and 26; 34 & 35 Vic., caps. 38 and 39; 35 & 36 Vic., cap. 178; and 36 & 37 Vic., cap. 77; and all other Acts relating to the Company; the Kingston-upon-Hull Docks Acts, 1774, 1802, 1805, 1844, 1845, 1847 and 1849; the Kingston-upon-Hull Dock Amendment Act, 1854; the Hull Docks Acts, 1861, 1864, 1866 and 1867; 29 & 30 Vic., cap. 159; 34 & 35 Vic., cap. 52; and 35 & 36 Vic., cap. 178, and all other Acts relating to the Macclesfield Company; the Railways Provisional Certificate Confirmation Act, 1873, 7 & 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; 17 & 18 Vic., cap. 211, and all other Acts relating to the North Eastern Railway Company; 27 & 28 Vic., cap. 77, and all other Acts relating to the South Yorkshire Railway and River Dun Company; 25 & 26 Vic., cap. 211, and all other Acts relating to the West Riding and Grimsby Railway Company; the Macclesfield, Bollington, and Marple Railway Act, 1864, and the Macclesfield, Bollington, and Marple Committee Act, 1871; 10 & 11 Vic., cap. 108, and all other Acts relating to the North Staffordshire Railway Company; 8 & 9 Vic., cap. 111; 10 & 11 Vic., cap. 73; 11 & 12 Vic., cap. 58; and 21 & 22 Vic., cap. 136, and all other Acts relating to the Manchester, South Junction, and Altrincham Railway Company.

And notice is hereby further given, that duplicate plans and sections of the proposed railways and other works, and of the lines of railway in respect of which the levels are proposed to be altered, and the lands and houses proposed to be taken for the purposes thereof, and plans of the other lands proposed to be taken compulsorily, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with an Ordnance or published map, whereon will be delineated the general course and direction of each of the proposed railways, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 29th day of November instant, for public inspection as follows, that is to say, with the Clerk of the Peace for the county of Chester, at his office at Chester; with the Clerk of the Peace for the county of Nottingham, at his office at Newark; with the Clerk of the Peace for the county of Lancaster, at his office at Preston; with the Clerk of the Peace for the county of Derby, at his office at Derby; with the Clerk of the Peace for the Parts of Lindsey, in the county of Lincoln, at his office at Spilsby; with the Clerk of the Peace for the county of the City of Lincoln at his office at

Lincoln; with the Clerk of the Peace for the West Riding of the county of York at his office at Wakefield; with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley; and with the Clerk of the Peace for the county of the town of Kingston-upon-Hull at his office at Hull; and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the proposed railways and works are intended to be made, or in which the levels of the said authorised railway are proposed to be altered, or within which the lands, houses, and property proposed to be taken are situate; and also a copy of this notice, as published in the London Gazette, will, on or before the 29th day of November instant, be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby further given, that printed copies of the proposed Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1873.

J. R. and R. Lingard, 4, Westminster Chambers, Westminster, and Manchester, Solicitors for the Bill.

In Parliament.—Session 1874.

Leeds Pontefract and Sheffield Junction Railway.

(Incorporation of Company for making Railways in the West Riding of Yorkshire, from the North Eastern Railway at Ferry Bridge and the Lancashire and Yorkshire Railway at Knottingley, and from Pontefract to the South Yorkshire and Midland Railways at Swinton, with Branches to the Leeds Castleford and Pontefract Junction Railway; Powers to Lancashire and Yorkshire, Manchester Sheffield and Lincolnshire, Great Northern, and other Companies; Powers over Lancashire and Yorkshire, Leeds Castleford, and Pontefract Junction, North Eastern, South Yorkshire, and Manchester Sheffield and Lincolnshire Railways; 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 in the West Riding of Yorkshire the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):

Railway No. 1, commencing by a junction with the North Eastern Railway, in the township and parish of Ferry Fryston, at a point fifty yards or thereabouts south of the bridge carrying that railway over the public highway from Ferrybridge to Pontefract, and terminating in the township of Swinton, in the parish of Wath-upon-Deerne, by a junction with the South Yorkshire Railway at a point about three hundred yards south-east of the bridge which carries the Midland Railway over the South Yorkshire Railway, and being also one hundred yards or thereabouts from Woodfield Bridge, measuring in a north-westerly direction.

Railway No. 2, commencing by a junction with Railway No. 1 in the said township and

parish of Ferry Fryston at a point sixty yards or thereabouts north of Sow Gale-lane in a field belonging to the Devises of John Hardy deceased and occupied by Daniel Broughton, and terminating by a junction with the Lancashire and Yorkshire Railway at a point two hundred and thirty yards or thereabouts west of the bridge carrying the last-mentioned railway over the Doncaster and Tadcaster turnpike-road, in the said township and parish of Ferry Fryston.

Railway No. 3, commencing by a junction with the Lancashire and Yorkshire Railway in the township of Houghton, in the parish of Castleford, at or near a point measuring sixty yards in a south-easterly direction from the level crossing by the said Lancashire and Yorkshire Railway of the public road known as Cut Syke Gates, and terminating in the township of Carleton, in the parish of Pontefract by a junction with the intended Railway No. 1 immediately on the north-east side of Carleton-lane in a field belonging to John Greaves and occupied by Thomas Palethorpe at a point about one hundred yards from where Broadfield-lane runs into the said Carleton-lane measuring in a south-easterly direction.

Railway No. 4, commencing by a junction with the intended Railway No. 3, in the township of Houghton, in the parish of Castleford, at a point about one hundred and twenty yards from the north-east corner of Houghton Carr Wood, measuring in a north-easterly direction, in a field belonging to Thomas Davidson Bland, Esquire, and occupied by John Smith, and terminating by a junction with the authorised Railway No. 4 of the Leeds Castleford and Pontefract Junction Railway, in the township and parish of Castleford, at or near a point measuring three furlongs and five chains from the commencement of the said Railway No. 4 upon the deposited plans referred to in "The Leeds Castleford and Pontefract Junction Railway Act, 1873."

Railway No. 5, commencing by a junction with the intended Railway No. 1, at the point where that railway is intended to cross Melwood-lane, namely, at a point two hundred and fifty yards or thereabouts south-east of the junction of Kirkbridge-lane with Melwood-lane, in the township and parish of South Kirkby, and terminating in that township and parish by a junction with the West Riding and Grimsby Railway, belonging to the Great Northern and Manchester Sheffield and Lincolnshire Railway Companies, at a point about four hundred yards south-east of the bridge which carries the said West Riding and Grimsby Railway over Carr-lane.

Railway No. 6, commencing in the township of North Elmsall, in the parish of South Kirkby, by a junction with the proposed Railway No. 1 at or near where that railway will cross Hague Hall Beck, being at a point about two hundred and seventy yards north-east of the West Riding and Grimsby Railway, measuring from that railway from a point distant about three hundred yards in a north-westerly direction along the line of the said railway from the bridge which carries Kirk Bridge-lane over that railway, and terminating in the township of South Elmsall, in the parish of South Kirkby, by a junction with the said West Riding and Grimsby Railway at a point about twenty yards distant from the bridge carrying the

public road over the said West Riding and Grimsby Railway close to the South Elmsall Station of that railway.

Railway No. 7, commencing in the township and parish of Adwick-upon-Deerne by a junction with the intended Railway No. 1 in a field belonging to the Right Honourable Earl Manvers, and occupied by Elizabeth Spalton, at a point about four hundred yards from the junction of the two roads known as Hound Hill-lane and Sticking-lane measuring in a southerly direction, and terminating by a junction with the Midland Railway in the said township and parish of Adwick-upon-Deerne at a point about two hundred yards north-west of the bridge which carries that railway over the South Yorkshire Railway, measuring along the line of the said Midland Railway.

The said intended railways will be situate in or pass from, in, through, or into the several parishes, townships, and places, following or some of them (that is to say): Ferry Fryston, Ferry-Bridge, Ferry Fryston or Ferry-Bridge, Knottingley, Pontefract, Castleford, Houghton, Whitwood, Ackton, Featherstone, Pontefract Park, Pontefract Park District, Pontefract Detached, Tanshelf, Carleton, Purston Jaglin, Darrington, East Hardwick, Ackworth, Low Ackworth, High Ackworth, Wragby, Hesses, Badsworth, Hems-worth, Thorp Audlin, Upton, North Elmsall, South Elmsall, South Kirkby, Kirkby, Moor-thorp, Frickley, Frickley cum Clayton, Clayton, Clayton in the Clay, Thurnscoe, Hooton Pagnell, Stoford, Bilham, Goldthorpe, Barnbrough Detached, Barnbrough, Hickleton, Bolton upon Deerne, Adwick upon Deerne, Mexborough, and Swinton, all in the West Riding of Yorkshire.

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

To authorise the Lancashire and Yorkshire, the Manchester Sheffield, and Lincolnshire, and the Great Northern Railway Companies, or any or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and if necessary out of capital to be raised by them respectively under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the Lancashire and Yorkshire, Manchester Sheffield and Lincolnshire, Great Northern, North Eastern, and Midland Railway Companies, or any or either of those Companies, on the other hand, from time to time to enter into Agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways,

the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say):

So much of the Lancashire and Yorkshire Railway (Wakefield Pontefract and Goole) as will be situate between the termination of the proposed Railway No. 2 and the joint station of the Lancashire and Yorkshire and Great Northern Railway Companies at Knottingley, including the use of that station;

So much of the Leeds Castleford and Pontefract Junction Railway as will be situate between the proposed junction of Railway No. 4 with that railway as will be necessary to obtain access to the Castleford Station of the Leeds Castleford and Pontefract Junction Railway, and so much of the North Eastern Railway as will be necessary to obtain access from the said Leeds Castleford and Pontefract Junction Railway to the North Eastern Castleford Station, with power to use both of those stations or any joint station at Castleford of the said Leeds Castleford and Pontefract Junction and North Eastern Railway Companies;

So much of the South Yorkshire Railway and of the Manchester Sheffield and Lincolnshire Railway as will be situate between the termination of the intended Railway No. 1 and the Manchester Sheffield and Lincolnshire Stations at Sheffield, including the use of those stations;

To require the Companies, or persons owning or working the said railways or undertakings respectively, to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

The Bill will or may authorise the Great Northern and the Manchester Sheffield and Lincolnshire Railway Companies, or either of those Companies, to execute the works hereinbefore described, and to exercise the powers hereinbefore specified instead of the Company to be incorporated by the Bill, or it may authorise the said two Companies, or either of them, to exe-

cute the said works, and to exercise the said powers jointly with the Company, in such proportions and upon such conditions, and subject to such restrictions as the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts 1845, 1860, and 1869," "The Railways Clauses Acts 1845 and 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Lancashire and Yorkshire Railway Company, namely: 1 and 2 Will. IV. cap. 60; 22 and 23 Vict. cap. 110; 36 and 37 Vict. cap. 179; the 9 and 10 Vict. cap. 71; 35 and 36 Vict. cap. 167; 36 and 37 Vict. caps. 90, 208, and 220, and any other Acts relating to the Great Northern Railway Company; the 12 and 13 Vict. cap. 81; 35 and 36 Vict. cap. 178; and 36 and 37 Vict. cap. 77, and any other Acts relating to the Manchester Sheffield and Lincolnshire Railway Company; the 27 and 28 Vict. cap. 77, and any other Acts relating to the South Yorkshire Railway and River Dun Company; the 17 and 18 Vict. cap. 211; 26 and 27 Vict. cap. 122; 28 Vict. cap. 111; 33 Vict. cap. 7, and any other Acts relating to the North Eastern Railway Company; the 7 and 8 Vict. caps. 18 and 59, and any other Acts relating to the Midland Railway Company; and "The Leeds Castleford and Pontefract Junction Railway Act 1873."

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance map with the lines of railway delineated thereon, so as to show their general course and direction and a copy of this notice, will on or before the 29th day of November instant, be deposited for public inspection with the clerk of the peace for the West Riding of Yorkshire, at his office at Wakefield, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence; and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1873.

Barr, Nelson, and Barr, 4, South Parade,
Leeds, Solicitors for the Bill.

Dyson and Co., 24, Parliament Street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

Brewood and Wolverhampton Railway.
(Incorporation of Company for making Railway and running powers into Wolverhampton High Level Stations; Working Arrangements with London and North Western 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 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 be wholly situate in the county of Stafford, and to commence by a junction with the Grand Junction Line of the London and North Western Railway at a certain point about 155 yards south of the centre of the arch carrying the said Grand Junction Line of Railway over the private road leading out of the turnpike road from Wolverhampton to Stafford, on the north-east side thereof, to Apsley Farm, in the township of Coven, in the parish of Brewood (which said centre of arch aforesaid is seven chains and thirty links, or thereabouts, south from the nineteen-and-a-quarter mile post from Birmingham, on the said Grand Junction line aforesaid), to pass through Coven, Standeford, Somerford, Catchends, and Deanery, all in the said parish of Brewood, and to terminate in certain garden ground belonging to, and in the occupation of Joseph Brewster, abutting on the east side of Engleton-lane, and numbered 148 on the map attached to the tithe apportionment of 1842.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, footpaths, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to deviate from the line of railway laterally and vertically to such an extent as may be specified in the Bill; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company 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 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 authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company, and all Companies and persons lawfully using the railway of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, the portions of railway hereinafter mentioned belonging to the London and North Western Railway Company, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected with such portions of railway respectively (that is to say):—so much of the Grand Junction Railway and of the Stour Valley Railway as may be necessary to give the Company access to and the use of the High Level Stations at Wolverhampton, of the London and North Western Railway.

To require the London and North Western

Railway Company to receive, book through, forward, accommodate, and deliver on and from their railways and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the London and North Western Railway Company may receive and take upon their undertaking, and to confer exemptions 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 Acts, 1845, 1863, and 1869, The Lands Clauses Acts, 1845, 1860, and 1869, The Railways Clauses Acts, 1845 and 1863, and it will amend and enlarge the powers and provisions of the 9 and 10 Vict. cap. 204; 11 Vict. cap. 120; and of any other Acts relating to the London and North Western Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railway, and the lands, houses, and other property in or through which it will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford, and on or before the same day a copy of the said plans, sections, book of reference, and notice will be deposited with the parish clerk of Brewood 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 20th day of December next.

Dated this 14th day of November, 1873.

Corser and Fowler and
H. and J. E. Underhill, Wolverhampton,
Solicitors for the Bill.

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

In Parliament.—Session 1874.

Somerset and Dorset Railway.

(Further Powers as to the raising of Moneys, and creation and issue of Debenture Stocks; Provisions as to Application of Moneys; Amendment or Repeal of Acts.)

NOTICE is hereby given, that the Somerset and Dorset Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for an Act for the following, or some of the following among other purposes, that is to say:—

To authorise the Company to raise, by the creation and issue of debenture stock charged upon the Bath Extension undertaking of the Company, authorised by "The Somerset and Dorset Railway (Extension to the Midland Railway at Bath) Act, 1871," and upon such terms and conditions as the intended Act shall define, the whole or any part of the moneys which they are now authorised to raise by shares and debenture stock, under the powers of the various Acts relating to the Company.

To authorise the Company to raise further moneys by the creation of new shares, with or without a guaranteed or preference dividend or

other rights or privileges attached thereto, or by borrowing, or by debenture stock, or by any of such means, and to provide that any such debenture stock so created, or a portion thereof, shall rank *pari passu* with the existing No. 2 Debenture Stock of the Company.

To authorise the Company to apply to the general purposes of their undertaking, and to such other purposes as shall be defined by the intended Act, the whole or any part of the monies raised under the powers thereof.

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

To alter, amend, extend, enlarge, or to repeal, so far as necessary for the purpose of the intended Act, the provisions or some of the provisions of the several local and personal Acts following, or some of them, that is to say: 15 Vict. cap. 63; 18 and 19 Vict. cap. 182; 19 and 20 Vict. caps. 102 and 135; 20 and 21 Vict. cap. 139; 22 and 23 Vict. cap. 56; 23 and 24 Vict. cap. 130; 24 and 25 Vict. cap. 209; 25 and 26 Vict. cap. 225; 27 and 28 Vict. caps. 181 and 223; 29 and 30 Vict. cap. 268; 34 and 35 Vict. cap. 205; 36 and 37 Vict. cap. 251; and any other Acts relating to or affecting the Company.

And notice is hereby further given, that on or before the 20th day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1873.

William Toogood, 16, Parliament-street,
Westminster, Solicitor for the Bill.

Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

Northern Assurance Company.

(Increase of Capital; Extension and Variation of the Company's Powers of Investment; Amendment or Repeal of Section 5 of "The Northern Assurance Act, 1865;" Amendment of that Act; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Northern Assurance Company (hereinafter called "the Company"), for an Act to effect all or some of the following purposes, that is to say:

To increase the capital of the Company to an amount not exceeding in the whole £5,000,000 sterling, subject to such conditions as may be defined by the intended Act.

To amend or repeal Section 5 of "The Northern Assurance Act, 1865," and to extend and vary the powers of investment of the money, funds, or property of the Company, and to authorise the investment thereof in the acquisition by purchase or otherwise of lands, houses, feu-duties, ground-rents, or other heritable or real property, where-soever situate, and of any tenure or quality; and the acquisition by purchase or otherwise of any securities issued by or on behalf of any Government or any municipal, parochial, or other local authority or body in Great Britain, or elsewhere, whether charged or not upon any lands or rates or other property, and also in the acquisition by purchase or otherwise of the stock, shares, or securities of any Company in Great Britain, or elsewhere, and in such other manner and on such other securities as may be defined in the intended Act.

To confer upon the Company all such rights and privileges as are necessary for carrying into effect the objects of the intended Act, and to vary

and extinguish all such existing rights and privileges as may interfere with the attainment of any such objects.

To alter, amend, and enlarge "The Northern Assurance Act, 1865," and any other Act relating directly or indirectly to that Company.

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

Dated this 10th day of November, 1873.

<p><i>Adam, Thomson, and Ross,</i> Aberdeen; <i>Lyne, and Holman,</i> 6a, Austin Friars, London; <i>Martin and Leslie,</i> 27, Abingdon-street, Westminster, Parliamentary Agents.</p>	}	<p>Solicitors for the Bill.</p>
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In Parliament.—Session 1874.

Great Eastern Railway.

(Construction of Railways to Alexandra-park, and from Chingford to High Beech—of Quay in River Stour, and connecting Railways with Harwich Branch—Improvements of Yarmouth Line from Norwich (Thorpe) to Brundall—of Walthamstow and Chingford Line—of Line from Cambridge to Six-mile Bottom—Additional Lines and Works at and near Stratford—Short Junction Line to connect Cambridge and Newmarket Lines—Additional Lands in the City of London and the Counties of Middlesex, Kent, Essex, Cambridge, and Norfolk—Alterations of Foot-paths and Road Crossings on North Woolwich Line, and at Wymondham—Powers in reference to River Stour and Quays and Wharves connected therewith—Abandonment of Railway No. 10 from Main Line to Walthamstow Branch—Further Powers respecting Ramsey Railway, East Norfolk Railway, and Tottenham and Hampstead Junction Railway—Additional Subscriptions and Powers of Working and other Arrangements with the Companies interested in those Railways—the Lynn and Hunstanton Railway Company and the Metropolitan Railway Company—Arrangements with Great Northern Railway Company as to Ramsey Railway, and Midland Railway Company as to Tottenham and Hampstead Junction Railway—Additional Share and Loan Capital—Power to create separate Capitals for New Lines—Power to raise money by Shares on security of surplus and reserved Lands—Preference Capital—other Provisions in relation to Capital—Extension of time for Sale of Surplus Lands—Powers to appropriate and hold certain Lands as part of the Undertaking of the Company—Application of Capital—Extension of time for completing Works—Sale of certain Property—Alteration of Restrictions as to Trains at Cambridge—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 to confer powers upon the Great Eastern Railway Company (hereinafter called "the Company"), for all or any of the following purposes, and to give effect to all or any of the objects following, that is to say:—

To make and maintain the following railways and works, or any of them, or any part or parts thereof respectively, namely:—

Alexandra-park Branch.—A railway wholly situate in the parish of Tottenham, in the county of Middlesex, commencing by a junction with the Great Eastern Railway at or near the point where the said railway crosses Seven Sisters-road, and terminating on the west side of Bound's Green-lane, opposite to Clarence-road, and near the

Bridge carrying Bound's Green-lane over the Enfield Branch of the Great Northern Railway.

Chingford and High Beech Branch.—A railway wholly situate in the parishes of Chingford and Waltham Holy Cross, in the county of Essex, commencing in the parish of Chingford by a junction with the Company's Chingford Railway at a point about 460 yards from the present termination of the said railway, measured along the said railway in a southerly direction, and terminating in the parish of Waltham Holy Cross, in Epping Forest, near Fairmead House, on the eastern side of the road leading from Leopard's Lodge to High Beech Green.

Walthamstow and Chingford Line Improvement.—The improvement wholly situate in the parishes of St. Mary, Walthamstow, and Chingford, or one of them, in the county of Essex, of the existing railway authorised by the Great Eastern Railway (Metropolitan Railways) Act, 1870, and therein described as Work No. 8, by the widening of the same and the laying down of an additional line or lines of railway thereon, such improvement to commence in the parish of Walthamstow, at or about 440 yards east of the eastern extremity of the platform of the Wood-street Station, and terminating in the parish of Chingford, at or near the commencement of the intended line to High Beech, lastly hereinbefore described.

Stour River Quay and Connecting Railways:—

A.—A Quay or Wharf in and near the River Stour, in the county of Essex, commencing in the parish of Ramsey, at a point about 1,000 yards distant from the northern corner of the dwelling-house of Ray Island Farm, such distance being measured along a line drawn nearly north of such northern corner of the said house, and terminating in the parish of Ramsey, at a point about 350 yards nearly north from Ramsey Ray Point, otherwise East End Point.

B.—A Railway (hereinafter referred to as connecting Line No. 1) wholly situate in the parish of Ramsey, in the county of Essex, commencing by a junction with the Harwich Branch of the Great Eastern Railway at or near a point on the said Branch, 600 yards or thereabouts measured westward along the the said railway from the level crossing of the road on the western side of Ray Island leading from East New Hall to Ray Island Farm, and terminating at a point about 180 yards from Ramsey Ray Point, otherwise East End Point, such distance being measured on a line drawn in a northerly direction from such last-mentioned point.

C.—A Railway (hereinafter referred to as connecting Line No. 2) commencing in the parish of Ramsey, in the county of Essex, by a junction with connecting Line No. 1, at or near the termination thereof, and terminating in the parish of Dovercourt, in the same county, by a junction with the said Harwich Branch of the Great Eastern Railway, at a point about 600 yards measured in a westernly direction along the said railway from the west end of the Locomotive Shed at Dovercourt Station.

D.—In connection with such works the reclamation of the lands situate between the intended Quay or Wharf Wall and the existing River Bank or Shore of Ramsey Bay or Ray Island, and also between the connecting Lines Nos. 1 and 2, and the said existing River Bank or Shore, and also any additional lands which may be comprised within and obtained under the powers of lateral deviation to be shown on the plans hereinafter referred to.

The acquisition, by compulsion or agreement, of those lands, or any rights or interests therein, and also of additional lands in the said parishes of Ramsey or Dovercourt, or one of them, and the appropriation and use of those lands, or any of them, for the purposes of the Company.

The above works called the River Stour Quay and connecting railways will be made, and the lands and houses to be taken are situate in the parishes of Ramsey and Dovercourt, or one of them, in the county of Essex, and are within or will be defined by the Bill to be within the Port of Harwich.

Yarmouth Line Improvement.—The improvement of the Norwich and Yarmouth Line of the Company, by the widening of the same and the laying down of an additional line or additional lines of railway thereon, such improvement to commence by a junction with the Yarmouth Line in the hamlet of Thorpe, in the county of the city of Norwich, at or near the point where the Yarmouth Line unites with the main line from Ely to Norwich, and terminating in the parish of Thorpe St. Andrew, in the county of Norfolk, at or near the point where the East Norfolk Railway (now in course of construction) is marked out as intended to join the said Yarmouth Line; also the further like improvement of such Yarmouth Line, commencing in the parish of Thorpe St. Andrew, in the county of Norfolk, at the termination of the improvement before described and by a junction therewith, and passing from, in, through, and into the several parishes, townships, and extra-parochial or other places of Thorpe St. Andrew, Trowse, Postwick, Great Plumstead, Witton, Brundall, and Bradestone, or some of them, and terminating in the said parish of Bradestone, in the county of Norfolk, at or near the western extremity of the Brundall Station.

A railway, wholly situate in the parish of St. Andrew-the-Less, in the county of Cambridge, commencing by a junction with the Newmarket Line of the Company, at a point 18 chains, or thereabouts, from the existing junction of that line with the Cambridge Line of the Company, and terminating by a junction with the said Cambridge Line at a point 20 chains, or thereabouts, from the said existing junction.

The improvement, wholly situate in the county of Cambridge, of the Company's Newmarket Line by the widening of the same and the laying down of an additional line or additional lines of railway thereon, such improvement to commence in the parish of St. Andrew-the-Less, at or near the junction of the said Newmarket Line with the Company's Cambridge Line, and passing from, through, and into the several parishes, townships, and extra-parochial or other places of St. Andrew-the-Less, Cherry Hinton, Teversham, Fulbourn St. Vigors and All Saints, Little Wilbraham and Great Wilbraham, and terminating at the Six-mile Bottom Station of the Newmarket Line, in the parish of Little Wilbraham.

A railway, wholly situate in the parish of St. Mary-le-Bow, in the county of Middlesex, commencing by a junction with the Company's main line of railway, at a point about 120 yards, measured in a westerly direction along the said railway from the point where such railway crosses the Addington-road, and terminating by a junction with the London and Blackwall Extension Railway at or near the railway bridge over the Bow-road.

A railway, wholly situate in the parish of West Ham, in the county of Essex, commencing by a junction with the Company's Hackney Wick High Level line at a point about 280 yards,

measured in a westerly direction, along the said line from the bridge carrying the same over the River Channelsea and terminating at the sidings of the Company at or near the new engine shed at Stratford.

The improvement of the main line of the Company by widening the same, and by laying down an additional line or additional lines of railway thereon, such improvement to commence in the parish of St. Mary-le-Bow, in the county of Middlesex, at or about the point where the said railway crosses the Old Ford-road at Bow, and terminating in the parish of West Ham, in the county of Essex, at, in, or near the existing junction of the Company's main line with their railway to North Woolwich.

Also, the further improvement of the main line of the Company, wholly in the parish of West Ham, in the county of Essex, by widening the same and laying down an additional line or additional lines of railway thereon, commencing at or near the termination of the lastly hereinbefore described improvement, and terminating at or near a point 100 yards, or thereabouts, east of the bridge at Maryland Point Station.

The diversion, in the parish of Wymondham, of the public roads which now cross on the level the line of the Company in the parish of Wymondham, in the county of Norfolk, one about 60 yards north-east, another about 190 yards north-east, and another about 40 yards south-west of the Wymondham Station, and stopping up of those level crossings and of the roads leading thereto, and the substitution of a road commencing upon the existing road from Ashwellthorpe, about 200 yards southwards from Wymondham Station, and terminating at or near the bridge over a watercourse, about 120 yards north-west of the Railway Hotel, and the appropriation of the roads stopped up for the purposes of the Company. The substitution of a road, commencing on the road leading past the porters' cottages and the Railway Hotel, near Wymondham Station, in the parish of Wymondham, in the county of Norfolk, at a point about 180 yards south-east from the said cottages, and terminating at the point of termination of the substituted road lastly hereinbefore described.

The stopping up of the alleged right of public way over the North Woolwich Line of the Company, and along the land situate between the railway and the Victoria Docks, and the substitution in lieu thereof of a footpath on the north side of the railway, wholly situated in the parish of West Ham, in the county of Essex, commencing at or near the junction of the railway of the Gaslight and Coke Company with the said North Woolwich Line, and terminating at or near the Silver-town Station of the said North Woolwich Line.

To authorise the Company to purchase, by compulsion or agreement, in all or any of the parishes or places hereinbefore mentioned, lands and houses required for the railways, quay, diversions, improvements, and other works to be authorised by the Bill, and for any of the objects of the Bill.

To authorise the Company to purchase, by compulsion or agreement, lands and houses in all or any of the several parishes following, that is to say:—In the parish of St. Botolph, Bishopsgate, in the city of London, adjoining or near to the terminal station of the Company now in course of construction; in the parishes of West Ham, Low Leyton, Wanstead, Woodford, St. Mary Walthamstow, Sheering, and Henham, in the county of Essex, adjoining or near to the stations of the Company at Stratford, Woodford, Wood-street, Hale-end, Sawbridgeworth, and Elsenham, re-

spectively; in the parish of Woolwich, in the county of Kent, adjoining or near Bell Water-gate Stairs; in the parishes of Wisbeach, St. Peter, Whittleford, and St. Andrew-the-Less, in the county of Cambridge, adjoining or near to the stations of the Company at Wisbeach, Whittleford, and Cambridge, respectively; in the parishes of Standground and Whittlesea, Isle of Ely, in the county of Cambridge, adjoining or near to the stations of the Company at Peterborough and Whittlesea, respectively; in the parish of Tottenham, in the county of Middlesex, adjoining or near the Tottenham Station of the Company; in the parish of Bradestone, in the county of Norfolk, adjoining or near the Brundall Station of the Company; and to appropriate and use the same for stations, sidings, and other purposes connected with the undertaking of the Company.

To empower the Company to construct stations, sidings, wharves, approaches, warehouses, and other works and conveniences in connection with the intended railways, quay, and other works, and to deviate in the construction of the said several railways, quay, diversions, 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, widen, narrow, alter, or divert, temporarily or permanently, any turnpike or other roads, streets, lanes, passages, bridges, railways, tramways, rivers, streams, watercourses, sewers, drains, gas and waterpipes, 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, quay, wharves, alterations of roads and footways or other works, to levy and recover tolls, rates, duties, and charges for the use of the said railways, quay, wharves, improvements, and other works, and the conveyance of traffic thereon, and the loading and unloading, landing, and embarking of passengers, animals, goods, merchandise, 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 quay and wharves, and to vary or extinguish any existing exemptions from the payment of tolls, rates, duties, and charges, and to confer other exemptions, rights, and privileges.

To confer upon the Company powers of dredging and deepening so much of the River Stour as may be necessary to secure the access of vessels to the quay or wharves, also of management of and control over the proposed quay and wharves and works and conveniences connected therewith and the adjacent portions of the River Stour within the 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 subscribe to the preference capital of the East Norfolk Railway Company authorised by the East Norfolk Railway Act, 1872, and to empower the Company and the East Norfolk Railway Company to agree for the appropriation of the capital so subscribed to the construction of the Cromer Extension of the East Norfolk Railway, under such terms and conditions as may be agreed upon between the Companies.

To repeal section 45 of the East Norfolk Railway Act, 1872, relating to working arrangements between the Company and the East Norfolk Railway Company, and to substitute in lieu thereof, and to make applicable to the Cromer Extension,

section 32 of the East Norfolk Railway Act, 1864, and to extend and make applicable to the Cromer Extension the existing working agreement entered into under the last-mentioned Act.

To empower the Company to hold shares or stock debentures and debenture stock in the capital of the Ramsey Railway Company and to appoint directors thereof, and to authorise the Company, the Ramsey Railway Company, and the Great Northern Railway Company to enter into and give effect to agreements with reference to the working, maintenance, and user of the Ramsey Railway, and as to rates, tolls, duties, and charges thereon, the payment of any fixed or contingent rent, and to authorise the Ramsey Railway Company to sell or lease, and the Great Northern Railway Company to purchase or take on lease the Ramsey Railway.

To empower the Company to hold an additional number of shares or an additional amount of stock in the capital of the Tottenham and Hampstead Junction Railway Company, to confirm the existing subscriptions of the Company and the arrangements made for liquidating the debts and liabilities of the Tottenham and Hampstead Junction Railway Company.

To empower the Company and the Tottenham and Hampstead Junction Railway Company, either alone or in conjunction with the Midland Railway Company, to enter into agreements with reference to further capital required by the Tottenham and Hampstead Junction Railway Company and the debts and liabilities thereof, and the issue of the shares which remain unappropriated.

To authorise the Company to sell and dispose of any lands or buildings which they, or any of the Companies whose undertakings form part of the undertaking of the Company may have purchased with reference to any line of railway, whether the same has been abandoned under Act of Parliament or has not been made, and to enable the Company to give a title to such lands.

To authorise the Company, in addition to their authorised subscription, to hold further shares or stock in the Lynn and Hunstanton Railway Company.

To empower the Company to raise additional capital by the creation of new ordinary or preference shares or stock in their undertaking, and by mortgage, debenture stock, or otherwise, and to appropriate the capital authorised and to be authorised to the railways, works, and objects of the Bill, and also to the general purposes of their undertaking.

To empower the Company to employ a portion of their capital in the erection of any buildings which are connected with or dependent on the structure of their Metropolitan Station and railways, and to appropriate any of their lands to the erection of cottages and houses for their servants, and to apply their capital to the erection of the same, although beyond the limits of any station of the Company, and to declare that such buildings, cottages, and houses, and the land of the Company used and appropriated for the purpose, or connected therewith, shall be deemed to be required for the purposes of the undertaking of the Company.

To empower the Company to raise money by shares or stock on the security of surplus and reserved lands authorised to be mortgaged on such terms, and subject to such arrangements, and with such priority of interest or dividend over the ordinary stock as the Company determine.

To authorise the Company to raise capital by the issue of new ordinary or preference shares or

stock for the redemption of the Company's 6½ per cent. Preference stock upon the terms of the issue of such last-mentioned preference stock.

To authorise the Company to create the additional capital to be authorised by the Bill, subject, as regards the 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 to apply to the several purposes of the Bill, any capital or funds now belonging to, or authorised to be raised by the Company, and also to cancel any unissued stocks, and to raise the money as part of the new capital.

To empower the Company, if they think fit, instead of constructing the railways hereinafter mentioned out of their general funds, to constitute the proposed Alexandra-park Railway and the Chingford and High Beech Railway, or either of them, and the works connected therewith respectively a separate undertaking or two separate undertakings of the Company, and to provide that the capital to be raised in respect thereof and the moneys, if any, to be borrowed, and the revenues to be derived therefrom shall be kept separate from the other share and loan capital of the Company, and that the mortgage and other liabilities of the respective undertakings, and the profits derived therefrom, shall be separately charged and appropriated, and that the separate undertaking or undertakings shall be exempt from the liabilities of the general undertaking of the Company, and to enable the Company on the issue of such separate capital to define and regulate the terms and conditions on which such separate capital is created, and upon which the separate undertaking shall be constructed, maintained, and worked by the Company, and as to the application of the capital and revenues of such separate undertakings or otherwise.

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 extend the time limited by the Great Eastern Railway Act, 1862, and the Great Eastern Railway Act, 1872, or by any other Act of the Company for the sale of superfluous lands.

To authorise the Company to abandon or relinquish the construction of the railway authorised by the Great Eastern (Metropolitan Station and Railways) Act, 1864, and therein called Railway No. 10.

To extend the time for completing the railways and works authorised by the Great Eastern Railway (Metropolitan Station and Railways) Act, 1864, the Great Eastern Railway (Additional Powers) Act, 1869, the Great Eastern Railway (Metropolitan Railways) Act, 1870, and the Great Eastern Railway Act, 1872, except as respects such railways as have been abandoned or as to which the time for completion has expired.

To repeal section 143 of the Great Eastern Railway Act, 1862, or to alter or modify the provisions and restrictions contained in that section respecting the running of trains into and out of the Cambridge Station.

To authorise further agreements between the Company and the Metropolitan Railway Com-

pany with reference to the interchange of traffic, the passage of trains from one railway to the other, accommodation of traffic, the apportionment of fares, and the payments to be made by one Company to the other or otherwise.

To alter, repeal, amend, or enlarge some of the powers and provisions of the several Acts following (that is to say):—The several Acts hereinbefore mentioned, the Ramsey Railway Act, 1861, the Great Northern Railway Act, 1846 (9 and 10 Vic., cap. 71); and all other Acts relating to the Great Northern Railway Company; the Great Eastern Railway Act, 1862; the Great Eastern Railway (Additional Powers) Act, 1863, and all other Acts relating to or affecting the Great Eastern Railway Company; the East Norfolk Railway Acts, 1864, 1869, and 1872, and all other Acts (if any) affecting the East Norfolk Railway Company; the Act 25 and 26 Vic., cap. 200, and all other Acts relating to the Tottenham and Hampstead Junction Railway Company; the Harwich Harbour (Reclamation of Land) Act, 1866; also the Act of the 7th and 8th years of the reign of Her present Majesty, entitled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and all other Acts relating to the Midland Railway Company; and the provisions of the "Lands Clauses Consolidation Act, 1845," relating to the sale of superfluous lands; the Metropolitan Railway Act, 1854, and any other Act relating to the Metropolitan Railway Company.

And notice is hereby further given, that plans and sections, in duplicate, of the proposed railways, quay, diversions, improvements, and works, and plans, in duplicate, of the lands which will or may be subject to the compulsory powers of purchase to be conferred by the Bill, and a book of reference to such several plans, containing the names of the owners, lessees, and occupiers of such lands, and a published map, with the line of railways delineated thereon, showing their general course and direction, will be deposited for public inspection as follows (that is to say), with respect to the improvements of the Norwich and Yarmouth line with the Clerk of the Peace for the county of Norfolk, at his office at Norwich, and with the Clerk of the Peace of the county of the city of Norwich, at his office in that city; with respect to such of the said railways, improvements, and lands as are situate in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; with respect to the lands in the county of the city of London, with the Clerk of the Peace for the city of London, at his offices at the Sessions House in the Old Bailey, in the said city; with respect to lands in the county of Kent, with the Clerk of the Peace for the county of Kent, at his office at Maidstone; with respect to the said railways, quay, diversions, improvements, works, and lands in the county of Essex, with the Clerk of the Peace for the county of Essex; at his office at Chelmsford; with respect to the said lands in the county of Norfolk, with the Clerk of the Peace for the county of Norfolk, at his office at Norwich; with respect to the said railway, works, and lands in the county of Cambridge, with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; with respect to the said lands in the Isle of Ely 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 a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place will be deposited as follows, that is to say, with respect to so much thereof as relates to the

parish of Woolwich, with the Vestry Clerk of that parish, at his office in Woolwich; and with respect to so much thereof as relates to any other parish, with the parish Clerk of such parish, at his residence; and with respect to so much thereof as relates to any extra-parochial place, with the parish Clerk of some parish adjoining thereto, at his residence; and that each such deposit before mentioned will be made on or before the 29th day of the present month of November, and will be accompanied with a copy of this notice, and that printed copies of the Bill for effecting the several objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December, 1873.

Dated this 12th day of November, 1873.

W. H. Shaw, Bishopsgate Station, Solicitor.

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

In Parliament—Session 1874.

Aldgate and Cannon Street Railway (Completion of Inner Circle.)

(Construction of a Railway from the Metropolitan Railway at Aldgate to the Metropolitan District Railway at Cannon-street; Abandonment of Part of Tower Hill Extension Railway; New Streets and Widening and Adaptation of Existing Streets; Powers to Company to be Incorporated, and to Metropolitan and Metropolitan District Railway Companies, the Corporation of London, and the Metropolitan Board of Works, or any of them, to Execute the Works, or to Contribute and to make Working and other Arrangements; Arrangement with and Powers of Contribution by Railway Companies having Termini in London, the Metropolitan District Railway Company, the Corporation of London, and the Metropolitan Board of Works; Vesting of certain Works and Lands in the Corporation and Metropolitan Board of Works; Amendment or Repeal of Acts.)

A PPLICATION 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 (that is to say):

To authorize the construction and maintenance of the railway following, or some part or parts thereof respectively, with all proper stations, sidings, junctions, approaches, communications, works, and conveniences connected therewith or incidental thereto respectively (that is to say):

A railway commencing in the parish of Saint Botolph Without, Aldgate, in the city of London, by a junction with the authorized line of the Metropolitan Railway (Tower-hill Extension), at a point in Harrow-alley where the said line crosses that alley, and which said alley is numbered 30 in that parish on the deposited plans of the Tower-hill Extension Railway, and terminating in the parish of Holy Trinity the Less, in the city of London, by a junction with the Metropolitan District Railway at the termination thereof in the Mansion House Station of that railway, which said intended railway will pass from, through, or into the parishes or places following, or some of them (that is to say): Saint Botolph Without Aldgate, Saint James Duke's-place, the Liberty of Saint James Duke's-place, Saint Katherine Cree, Saint Katherine Coleman, Saint Dunstan in the

East, All Hallows Staining, Saint Gabriel, Fenchurch-street, Saint Dionis Backchurch, Saint Margaret Pattens, Saint Benet Gracechurch, Saint Andrew Hubbard, Saint Margaret, Saint Leonard Eastcheap, Saint Clement's Eastcheap, Saint Nicholas Acons, Saint Michael Crooked-lane, Saint Martin Orgar, Saint Mary Abchurch, Saint Laurence Pountney, Saint Swithin London Stone, Saint Mary Bothaw, Saint John the Baptist upon Walbrook, Saint Michael College-hill, Saint Antholin, Saint Thomas the Apostle otherwise Great Saint Thomas the Apostle, Saint Michael Paternoster Royal, Saint Mary Aldermary, Saint James Garlick Hithe, and Holy Trinity the Less, all in the city of London.

The said intended railway is intended to be wholly or partly an underground railway.

To authorize the Metropolitan Railway Company to abandon so much of their authorized undertaking as was intended to be constructed between the point of commencement of the railway hereinbefore described, in the parish of Saint Botolph Without Aldgate, and the authorized terminus at Trinity-square, Tower-hill, of the railway authorized by "The Metropolitan railway (Tower-hill Extension) Act, 1864."

To authorize the making and maintenance of the following works, or some part or parts thereof respectively, with all necessary and proper roadways, footways, approaches, drains, culverts, and other works and conveniences connected therewith, and with subways under the same (that is to say):—

No. 1.—A new street, commencing in the parish of Saint Leonard Eastcheap, on the eastern side of Gracechurch-street, near the junction of Eastcheap with Gracechurch-street, and terminating in the parish of Saint Dionis Backchurch, on the south side of Fenchurch-street, near the junction of Rood-lane with Fenchurch-street; which said intended new street will pass from, through, or into the parishes or places following, or some of them (that is to say):—Saint Leonard Eastcheap, Saint Andrew Hubbard, Saint Benet Gracechurch, Saint Margaret Pattens, and Saint Dionis Backchurch, and Saint Gabriel Fenchurch-street.

No. 2.—A new street, commencing in the parish of Saint Katherine Cree, on the northern side of Aldgate, near the junction of Mitre-street with Aldgate, and terminating in the parish of Saint Botolph Without Bishopsgate, on the east side of Bishopsgate-street Without, near the junction of Devonshire-street with that street, which said intended new street will pass from, through, or into the parishes or places following (that is to say):—Saint Katherine Cree, Saint James Duke's-place, Saint Botolph Without Aldgate, and Saint Botolph Without Bishopsgate.

No. 3.—To widen the existing line of Fenchurch-street, on the south side thereof, from Rood-lane, in the parish of Saint Gabriel, to Mark-lane, in the parish of All Hallows Staining, which said intended widening will be made in the parishes or places following, or some of them (that is to say):—Saint Gabriel Fenchurch-street and All Hallows Staining.

No. 4.—To widen the existing line of Fenchurch-street also on the south side thereof, for a distance of about forty yards eastwardly from Church-row, which said intended widening will be wholly in the parish of Saint Katherine Coleman.

The said works will be in the City of London.

To authorize the crossing, stopping up, altering, removing, diverting, and other interference with (either temporarily or permanently) any roads, streets, alleys, courts, squares, highways, foot-paths, or places, railways, tramways, bridges, market-places, sewers, culverts, drains, pipes, telegraphs, or other works and conveniences within or adjoining the aforesaid parishes and places, or any of them; and the appropriation and use of the same, and the subsoil as well as the surface thereof, for the purposes of the intended works; and also the appropriation and use of the subsoil as well as the surface of any streets, roads, squares, passages, or places under or along which any of the proposed works are intended to be made.

And in connection with the intended new streets and widenings, and as part of the works, and within the parishes and places before mentioned, or any of them, to authorize the construction and maintenance of junctions and communications with any existing streets which may be intersected or interfered with by, or be contiguous to, the line of the intended new streets and widenings, and the alteration of the line or levels of any existing streets, roads, or ways for the purpose of connecting the same with the intended new streets and widenings.

To authorize the construction and maintenance of shafts or openings from the surface of any road, street, or square to any portion of the proposed railway constructed under the surface thereof, subject to such provisions and limitations as may be contained in the Bill.

To authorize the deviation from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and the deviation vertically from the levels of any of the works shown on the section hereinafter mentioned, to such extent as may be authorized by or determined under the powers of the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To authorize the underpinning or otherwise securing or strengthening any houses or buildings which may be rendered insecure or affected by any of the intended works, and which houses and buildings may not be required for the purposes thereof.

To authorize the purchase by compulsion or agreement of lands, houses, and other property for the purposes of the intended works, and the purchase by compulsion or agreement of the whole or any part of the land, houses, and other property in the parishes aforesaid, shown on the plans hereinafter mentioned, and the varying and extinguishment of all rights and privileges connected with such lands, houses, and property.

To authorize the purchase of parts of any property required for the purposes of the Bill, exclusively of the remainder of such property, and notwithstanding anything contained in the ninety-second section of "The Lands Clauses Consolidation Act, 1845."

To authorize the levying of tolls, rates, and duties for the use of the intended railways and works, and the grant of exemptions from the payment of such tolls, rates, and duties.

The Bill will or may confer all or some of the powers hereinafter mentioned upon a company to be incorporated under the powers of the Bill, or upon the Metropolitan Railway Company, or the Metropolitan District Railway Company, or upon the two companies jointly, or the Corporation of the City of London, or upon the Metropolitan Board of Works.

The Bill will or may also enable the Company

(if any) incorporated by the Bill (hereinafter called "the Company"), the Metropolitan and Metropolitan District Railway Companies, or either of them, to maintain, use, and work all or any part of the hereinbefore described railway, and to subscribe or contribute funds towards the construction and maintenance of the said intended railway and works, or some of them, and to guarantee such interests, dividends, and annual and other payments in respect of the moneys expended in the construction thereof as may be agreed upon between them, or any of them, and the Bill will or may authorize the Metropolitan and Metropolitan District Railway Companies, or either of them, 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 respectively, or under the control of their directors; and if they should think fit to raise additional capital by the creation of new shares with or without preference or priority in the payment of dividends, and by mortgage or by any of those means; and, if the Bill shall so prescribe, to attach the additional capital to the undertaking proposed in the Bill, with or without participation in the profits or revenue of the said two Companies respectively, or with only a limited participation therein.

To authorize the Company and the several railway companies having a terminus in the metropolis, or any or either of them, or any two or more of them, to enter into and carry into effect with relation to their several undertakings, agreements, touching the construction, maintenance, working, and use of the proposed railway and works, or any parts thereof, and the conduct of the traffic thereof, and the revenue derived from such traffic or incidental thereto, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting companies to the other or others of them, for or on account of any of the matters to which the agreement relates; the appointment of joint committees, and the exercise of all such powers as may be found desirable in reference to the purposes aforesaid, or any of them; and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made.

To empower the Company on the one hand, the Metropolitan Railway Company, the Metropolitan District Railway Company, the Metropolitan Board of Works, and the Corporation of London respectively, jointly, or severally, 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 railway, streets, and works, or any of them, or any parts thereof, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any such contracts, agreements, or arrangements which now are or which prior to the passing of the Bill may be entered into, and to authorize or provide for the vesting in the Metropolitan Board of Works or the Corporation of London, either or both of them, upon terms to be agreed upon or prescribed by the Bill, of the intended new streets and widenings, and any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by them, and the application of their rates and revenues thereto.

To authorize any railway company having a terminus in the metropolis and also the Metropolitan Board of Works and the Corporation of London out of any funds over which those bodies have control, or which Parliament may enable

them by virtue of the said Bill or otherwise to raise or to apply to the purposes of the Bill, to contribute moneys towards the capital of the Company, and to take and hold shares in the capital, and to guarantee interest, dividends, annual or other payment on the said capital or any part thereof, and the principal and interest of any loan of the Company; and to enable the said companies, or any of them, to raise further moneys by the creation of new shares or stock in their respective undertakings, either preferential or ordinary and by borrowing; and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railway and works or any part thereof, and the tolls, rates, and duties received upon or in respect thereof; and to authorize the said companies, or any of them, to appoint directors of the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of The Companies Clauses Acts 1845, 1863, and 1869; The Lands Clauses Acts 1845, 1860, and 1869; The Railway Clauses Acts 1845 and 1863; and it will amend and enlarge the powers and provisions of the Acts relating to the Metropolitan Railway Company and bearing its name, passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, and 1873, and of any other Acts relating to the Metropolitan Railway Company, and also of the local and personal Acts 5 and 6 Wm. IV., cap. 107; "The Great Western Railway (West Midland Amalgamation) Act, 1863;" "The Great Western Railway (South Wales Amalgamation) Act, 1863;" and all other Acts relating to or affecting the Great Western Railway Company; 9 and 10 Vict., caps. 204 and 231, and all other Acts relating to or affecting the London and North Western Railway Company; 7 and 8 Vict., cap. 18, and all other Acts relating to or affecting the Midland Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 9 and 10 Vict., cap. 283, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company; 4 and 5 Wm. IV., cap. 88; 18 and 19 Vict., cap. 188, and all other Acts relating to or affecting the London and South Western Railway Company; 16 and 17 Vict., cap. 132; 22 and 23 Vict., cap. 54; 23 and 24 Vict., cap. 177; 32 and 33 Vict., cap. 116; and 34 and 35 Vict., caps. 131 and 138, and all other Acts relating to the London, Chatham, and Dover Railway Company; 6 Wm. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company; 25 and 26 Vict., cap. 223, and all other Acts relating to the Great Eastern Railway Company; the 27 and 28 Vict., cap. 322, and all other Acts relating to the Metropolitan District Railway Company; the 28 Vict., cap. 51, and all other Acts relating to the East London Railway Company; 34 and 35 Vict., cap. 202, and any other Act relating to the London Central Railway Company:

The Acts 26 and 27 Vict., cap. 46, and the other Acts relating to the London coal and wine dues; "The Metropolis Management Act, 1855;" "The Metropolis Management (Amendment) Act, 1856;" "The Metropolis Management (Amendment) Act, 1862;" "The Metropolis Main Drainage (Extension) Act, 1863;" "The Metropolitan Improvement Act, 1863;" and any other Acts relating to or affecting the Metropolitan Board of Works and the local management

of the metropolis; and all other Acts (if any) which may relate to, or be affected by, the objects of the Bill.

The Bill will vary or extinguish all rights and privileges which would in any manner impede or interfere with its objects, will alter rates, tolls, and duties, will vary and extinguish exemptions from rates, tolls, and duties, and will confer other exemptions, and will contain all such provisions as may be necessary or incidental to its objects.

Duplicate plans and sections, describing the situation, lines, and levels of the intended railway, new streets, widenings, and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map with the intended line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice as published in the "London Gazette," will, on or before the 29th of November instant, be deposited for public inspection with the Clerk of the Peace for the city of London at his office at the Sessions House in the Old Bailey; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish and extra-parochial place in or through which the intended railway, streets, and works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk thereof at his residence, and in case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby further given, that on or before the 20th day of December next, printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

Padiham Waterworks.

(New Works; Extension of Limits; Purchase of Lands; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that the Padiham Waterworks Company (hereinafter called the Company) intend to apply to Parliament, in the ensuing session, for an Act for all or some of the purposes, and to confer upon them all or some of the powers, following:

To make and maintain all or some of the following works, to be wholly situate in the parish of Whalley and county of Lancaster (that is to say):

1. A reservoir to be wholly situate in the township of Padiham, to be formed by means of an embankment commencing at a point 6 chains or thereabouts northward from the northerly side of the existing reservoir of the Company, and 8 chains or thereabouts to the eastward of the public road leading from Padiham to Sabden, and terminating at a point 2½ chains or thereabouts to the eastward of the farmhouse known as Cuckoo Hall, and which reservoir will extend eastward from the said embankment a distance of 10 chains or thereabouts.
2. A conduit (No. 1) to be situate in the townships of Simonstone and Padiham, commencing at a point in the township of Simonstone, adjoining the boundary between such township and the township of Read, and 13 chains or thereabouts from the farmhouse known as Whin's farm, measured in a north-

- westwardly direction, and terminating by a junction with the said intended reservoir at the north-westerly corner thereof.
3. A conduit (No. 2) to be wholly situate in the township of Simonstone, commencing at a point 12 chains or thereabouts northward from the public road leading from the junction of roads known as Four Lane Ends to Read, measured from a point in such road 20 chains or thereabouts westward of Four Lane Ends aforesaid, and terminating by a junction with the Conduit No. 1 at a point 5 chains or thereabouts northward from the same point, in the said road leading from Four Lane Ends to Read.
 4. A conduit (No. 3) to be wholly situate in the township of Simonstone, commencing at a point adjoining the boundary separating the said township from the township of Read, and 2 chains or thereabouts eastward from the public road leading from Four Lane Ends to Sabden, and terminating by a junction with Conduit No. 1 at a point 3 chains or thereabouts eastward from the said public road leading from Four Lane Ends to Sabden, measured from a point in such road 3 chains or thereabouts northward of Four Lane Ends.
 5. A conduit (No. 4) to be wholly situate in the township of Simonstone, commencing at a point 14 chains or thereabouts eastward of the said public road leading from Four Lane Ends to Sabden, and 19 chains or thereabouts north-eastwardly from Four Lane Ends aforesaid, and terminating by a junction with Conduit No. 1 at a point 5 chains or thereabouts north of the public road leading from Padiham to Four Lane Ends, and 11 chains or thereabouts north-eastward from Four Lane Ends.
 6. A conduit (No. 5) to be wholly situate in the township of Simonstone, commencing at a point 2 chains or thereabouts westward from Height Side Wood, and 14 chains or thereabouts north of the public road leading from Padiham to Four Lane Ends, and terminating by a junction with Conduit No. 1 at the point hereinbefore described as the junction of Conduit No. 4 with Conduit No. 1.
 7. A conduit (No. 6) to be situate in the townships of Simonstone and Padiham, commencing at a point in the township of Simonstone, at the northern boundary of Height Side Wood, and 13 chains or thereabouts eastward from the westerly boundary of such wood, and terminating by a junction with Conduit No. 1 at a point 15 chains or thereabouts westward from the public road leading from Padiham to Sabden, and 18 chains or thereabouts northward of the public road leading from Padiham to Four Lane Ends.
 8. A conduit (No. 7) to be wholly situate in the township of Padiham, commencing at a point 5 chains or thereabouts westward from the public road leading from Padiham to Sabden, and 5 chains or thereabouts northward from Moor-barn, and terminating by a junction with Conduit No. 1 at a point 12 chains or thereabouts westward from the said public road, and 18 chains or thereabouts northward from the road leading from Padiham to Four Lane Ends.
 9. A conduit (No. 8) to be wholly situate in the township of Padiham, commencing at a point 10 chains northward from the farm house called Height Side, in the occupation of John Burton, and terminating by a junction with the said intended reservoir at a point 6 chains or thereabouts eastward from the public road leading from Padiham to Sabden, measured from a point in such road 2 chains northwards of Cuckoo Hall.
 10. A conduit (No. 9) to be wholly situate in the township of Padiham, commencing at a point midway between the public-house called the Red Rock and the said farm-house called Height Side, and terminating by a junction with Conduit No. 8 at a point 9 chains eastward of the public road leading from Padiham to Sabden, measured from a point in such road 7 chains southward from the said public-house known as Red Rock.
 11. A conduit (No. 10) to be wholly situate in the township of Padiham, commencing at a point 16 chains or thereabouts eastward from the said farm-house called Height Side, and 10 chains or thereabouts northward from the farm-house known as North Wood, in the occupation of James Dewhurst, and terminating by a junction with the said intended reservoir at a point 13 chains or thereabouts eastward from Cuckoo Hall.
 12. A conduit (No. 11) to be situate in the townships of Higham with West Close Booth and Padiham, commencing at a point in Higham with West Close Booth 12 chains or thereabouts, measured in a south-westwardly direction, from the house known as Sugar-hill, and 3 chains or thereabouts northward from the public road leading from Higham to Copthurst, and terminating by a junction with the said intended reservoir at the point of junction of Conduit No. 10 with the said reservoir.
 13. A conduit (No. 12) to be wholly situate in the township of Higham and West Close Booth, commencing at a point 6 chains or thereabouts west of the public road leading from Higham to Copthurst, and 12 chains or thereabouts south-eastwardly from the junction of the said road with the public road along Padiham Heights, and terminating by a junction with Conduit No. 11 at a point 6 chains or thereabouts north-westwardly from the public road leading from Padiham to Higham, measured from a point in such road 20 chains or thereabouts north-eastwardly from the point where such road crosses the stream at or near Fir Trees Mill.
 14. A conduit (No. 13) to be wholly situate in the township of Padiham, commencing at a point 1 chain or thereabouts westward of the boundary separating that township from the township of Higham with West Close Booth, and 6 chains or thereabouts south of the point where such boundary crosses the public road on Padiham Heights, and terminating by a junction with Conduit No. 11 at a point 5 chains or thereabouts north of the public road leading from Padiham to Higham, measured from a point in such road 15 chains or thereabouts south-west of the point where the said road crosses the stream at or near Fir Trees Mill.
 15. A conduit (No. 14) to be wholly situate in the township of Padiham, commencing by a junction with the said intended reservoir at a point 6 chains or thereabouts eastward from Cuckoo Hall Bridge, and terminating by a junction with the existing reservoir of the Company at the north-westerly corner thereof.
 16. A main pipe, commencing by a junction with the said intended reservoir 6 chains or thereabouts eastward from Cuckoo Hall Bridge aforesaid, and terminating by a junction with the existing main pipes of the Company at a point in the public road leading from Padiham to Sabden 8 chains or thereabouts, southward

from the junction of such public road with the road leading to Four Lane Ends.

To authorise the Company to construct and maintain all needful buildings, dams, sluices, weirs, gauges, drains, mains, pipes, wells, cuts, shafts, culverts, byewashes, drains, adits, headings, engines, tunnels, embankments, roads, approaches, and other requisite conveniences in connection with all or any of the before mentioned works, and all which said several hereinbefore described works and conveniences will be situate in the said parish of Whalley, and county of Lancaster.

To take, use, and appropriate for the purposes of their undertaking the waters of all or any of the springs and streams which may be intercepted or found in the line or course of any of the conduits hereinbefore described, or which may or can be diverted thereby, or which shall be found within the limits of deviation to be marked on the plans hereinafter mentioned, or as shall be acquired by the Company by agreement or otherwise, and some of which waters now flow into certain streams tributary to the river Calder.

To extend the present limits of the Company to, and to enable the Company to supply with water the township of Simonstone in the said parish of Whalley, and to extend and apply all or some of the powers and provisions of the existing Act of the Company, and of the proposed Act to such township, and to enable the Company to take rates, rents, and charges for such supply or otherwise, and to exercise all needful powers within such extended limits.

To enable the Company to purchase compulsorily and by agreement, and to take and hold lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with such lands, tenements, and hereditaments.

To enable the Company to deviate from the line of works both vertically and horizontally, and to purchase, acquire, and hold lands, easements, hereditaments, and other property compulsorily and by agreement.

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and to cross, break up, alter, divert, and stop up either temporarily or permanently turnpike roads, highways, footpaths, streets, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, rivers, brooks, and watercourses in the townships, parishes, or places hereinbefore mentioned, or some of them.

To enable the Company to raise additional capital by the creation and issue of new shares or stock, and to borrow further sums of money on mortgage or otherwise, and upon such terms and conditions as may be defined by the intended Act, or as Parliament may prescribe.

To enable the Company to levy rates, rents, and charges in respect of the water supplied, or to be supplied by them; to alter the existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

To amend or repeal all or some of the provisions of "The Padiham Waterworks Act, 1854," and to vary or extinguish, so far as may be necessary, all rights and privileges which could or might interfere with the objects of the said intended Act, and to confer, vary, or extinguish other rights and privileges, and especially to confer upon the Company all needful powers for preventing the water supplied by them from being contaminated, wasted, or misused.

To incorporate with the said intended Act (so far as may be necessary for the purposes thereof) all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies

Clauses Act, 1863, the Companies Clauses Acts 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Waterworks Clauses Acts, 1847 and 1863, and the provisions of the Railways Clauses Consolidation Act, 1845, so far as the same relate to roads and the temporary occupation of lands, and, if need be, to vary such provisions in whole or in part.

And notice is hereby further given, that 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, with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and other property which may be taken under the powers of the said intended Act, 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 Lancaster, at his office at Preston in that county; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference as relates to the parish of Whalley, will be deposited with the parish clerk of such parish at his residence, and in the case of any extra parochial place, with the parish clerk of some parish immediately adjoining thereto.

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

Dated this 13th day of November, 1873.

Hall and Baldwin, Clitheroe, Solicitors for the Bill.

R. J. Pead, 4, Storey's-gate, Westminster, Parliamentary Agent.

In Parliament.—Session 1874.

Norwich and London Accident and Casualty Insurance Association.

(Power to Sue and be Sued; Shorter Title; Issue of Tickets of Insurance; Composition for Stamp Duties; Arbitration Provisions; Bye-laws; Definition of Rights of Insurers against others; Enlargement of Investment Powers; Alteration of Deed of Settlement)

NOTICE is hereby given, that it is intended to apply to Parliament in the next ensuing session for leave to introduce a Bill to enable the Norwich and London Accident and Casualty Insurance Association to sue and be sued, and to prefer and defend civil, criminal, and other proceedings under the shorter title of "The Norwich and London Accident Insurance Association," and to change their name accordingly.

To authorise the Association to issue tickets of insurance, and to compound for stamp duties payable in respect of the same.

To provide for referring to arbitration all questions arising under tickets or policies of insurance.

To make bye-laws.

To define the rights of persons insured by the Association as against other Companies or persons.

To enlarge the powers of investing the moneys of the Association.

To alter for the purposes of the intended Act the deed of settlement of the Association.

Printed copies of the proposed Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1873.

Gilman and Son, Solicitors, Norwich.

John Newall, Parliamentary Agent, 36, Great George Street, Westminster.

In Parliament.—Session 1874.

Frome Markets.

(Incorporation of Company; Construction of Markets and other Buildings, and approaches thereto; Compulsory Purchase of Lands and Houses; Stopping up and Diversion of Streets and Roads; Purchase of existing Market Rights; Levying of Tolls and Rates; Prohibition of Sale and Exhibition of Animals, Stock, and Produce in Streets; Bye-laws; Regulating the Driving of Cattle; 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 introduce a Bill to incorporate a Company (hereinafter referred to as "The Company"), and to confer upon them all or some of the powers following, viz. :—

To establish a market in addition to the present market within the borough, and to erect and maintain all suitable markets, houses, buildings, and approaches in connection therewith, for the sale of cheese, corn, butter, cattle, horses, sheep, pigs, and other live stock, and fruit, vegetables, fish, meat, hay, and other marketable commodities, upon the lands hereinafter mentioned, or some part or parts thereof.

To purchase and acquire, by compulsion or agreement, for the purposes of the said market, the following property :—

1. A piece of land situate on the west side of Bridge-street, in the borough and parish of Frome, in the county of Somerset, belonging, or reputed to belong, to the trustees of the Reverend John Horton and Elizabeth Betsy, his wife, and in the occupation of Philip Le Gros, containing 3 acres 2 roods, or thereabouts, and called, or known by the name of "Brownjohn's Mead," bounded on or towards the north by the Radstock Branch of the Great Western Railway, on or towards the east by property of Joshua Parsons and others, and on all other sides by the River Frome.
2. The building formerly used as a guard-house, and now used for storing pens, situate on the bridge, in the borough and parish of Frome aforesaid, belonging, or reputed to belong, to the Right Honorable the Earl of Cork.

To purchase and acquire, by compulsion or agreement, for the purposes of the approaches hereinafter described to the said market, such part or parts as are within the lines laid down on the plans hereinafter mentioned, of the property situate in the borough and parish of Frome aforesaid, bounded by the said property of the said Joshua Parsons, Bridge-street, the bridge, and the said piece of land called "Brownjohn's Mead" (other than and except the property known as the Black Swan Inn, in Bridge-street aforesaid, and the small piece of land taken out of "Brownjohn's Mead" aforesaid, belonging to the Frome Gas Company).

To construct the approaches following to the said market, or some or one of them :—

1. A road or street, No. 1, in the parish and borough aforesaid, commencing at a point 32 yards or thereabouts northwards from the centre of the bridge aforesaid, and terminating at the junction of Justice-lane with "Brownjohn's Mead" aforesaid, as shown within the lines on the plans hereinafter mentioned.
2. The widening of Justice-lane, in the parish and borough aforesaid, by extending the same over the lands on the north side thereof from its commencement in Bridge-street to its termination in "Brownjohn's Mead"

aforesaid, as shown within the lines on the plans hereinafter mentioned.

3. A road or street, No. 2, in the borough and parish aforesaid, commencing at a point 42 yards or thereabouts northward from the east end of Justice-lane, leading from Bridge-street aforesaid, and terminating at a point 60 yards or thereabouts northwards from the west end of Justice-lane, in "Brownjohn's Mead" aforesaid, as shown within the lines on the plans hereinafter mentioned.

To stop up, alter, or divert, either temporarily or permanently, the lane called Justice-lane, within the borough and parish of Frome aforesaid.

To cross, stop up, alter, divert, or discontinue all sewers, drains, gas and water pipes, telegraph apparatus, and other things, on, under, or over the property so to be acquired, and to vary and extinguish all existing rights and privileges connected with any lands to be purchased, acquired, or appropriated for the purposes of the said Bill, and which would in any manner impede or interfere with the purposes thereof, or any of them, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to purchase the existing market rights and tolls, within the borough, belonging or reputed to belong to the Right Honorable the Earl of Cork, Lord of the Manor of Frome Town, and to extinguish such rights, and any other rights or powers relating to markets which would in any way interfere with the objects of the Bill.

To empower the Company to levy and collect rents, rates, tolls, stallages, dues and charges, in or in respect of the markets, market-places, market-houses, and other works and conveniences to be established and regulated under the powers of the Bill, and to confer, vary, or extinguish exemptions from the payment thereof, and of any existing tolls, stallages, rates, and dues leviable within the said borough and parish, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to raise the capital necessary for their undertaking by shares, preferential or otherwise, and by borrowing, or by all or any of those means.

To prohibit the holding of any other market or fair in the said borough and parish, and to prohibit or restrict the sale or exhibition of any cheese, corn, butter, cattle, horses, sheep, pigs, or other live stock, fruit, vegetables, fish, meat, hay, and other commodities and produce in the streets and public places in the said borough and parish elsewhere than in the market to be established, under and in such manner as may be provided for by the Bill, and to impose penalties and make bye-laws and provisions for the government and regulation of the said market, and of persons frequenting and using the same, and for enforcing such prohibitions, restrictions, and regulations aforesaid.

To regulate the mode of, or prohibit the driving, or leading, or conveyance of cattle, horses, sheep, pigs, and other animals, in or through any of the streets, roads, or thoroughfares, leading to the said market.

To incorporate in the Bill either wholly or in part "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Markets and Fairs Clauses Act, 1847;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" and "The Companies Clauses Act, 1869;" and other general Acts, with such alterations and modifications as may be deemed necessary.

And notice is hereby further given, that on or before the 30th day of November, 1873, duplicate

plans and sections describing the line and levels of the new streets and plans of the lands, houses, and other property to be acquired for the purposes of the Bill, with a book of reference to such plans, containing the names of the owners, lessees and occupiers of those lands, houses, and other property, 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 Somerset, at his office, in Wells, in the said county, and that on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of the parish of Frome aforesaid 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 20th day of December, 1873.

Dated this 13th day of November, 1873.

Cruttwell and Daniel, Frome, Solicitors.
S. H. Lewin, 1, Upper Charles-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1874.

Llanelly Gas.

(Repeal of existing Act of Llanelly Gas Light Company and re-incorporation of that Company; supply of Gas to Llanelly and surrounding district; Power to acquire and hold Lands, and maintain, improve, and construct Gas Works; Money Powers; Agreements with Local Authorities and others; Power to Llanelly Local Board of Health to acquire Gas Works; Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next session, by the Llanelly Gas Light Company, for an Act for the following purposes, or some of them, viz.—

To repeal the existing Act of the Llanelly Gas Light Company and to re-incorporate the Company into a Company to be called the Llanelly Gas Light Company, and hereinafter called “the Company.”

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

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

To confer on 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 maintain, alter, enlarge, and improve the existing gas works of the Llanelly Gas Light Company for the manufacture, storing, and supply of gas and residual products and other purposes, and to erect and maintain other gas works upon the lands and hereditaments, firstly and secondly, hereinafter described, or some part or parts thereof (that is to say):

Firstly. A piece or parcel of land, hereditaments, and premises, part of lands known by the name of Wern Uchaf, together with the brook or stream of water running through the same or some part thereof, known by the name of Gutter Goch, belonging or reputed to belong to Charles Richard Robinson and Elizabeth Lawrence Robin-

son, situate in the parish of Llanelly, in the county of Carmarthen, now in the occupation of William Isaac, bounded on the east partly by other part of the said lands, known by the name of Wern Uchaf, now in the respective occupations of the said William Isaac and William Thomas Holland; on the south by other part of the said lands known by the name of Wern Uchaf, now in the occupation of the said William Isaac; on the west partly by a road called the Brés road, leading from Murray street to the Wern, and partly by the site of the Old Box tramroad; and on the north partly by premises belonging or reputed to belong to the said Charles Richard Robinson and Elizabeth Lawrence Robinson, and in the respective occupations of William Wheaton, Thomas Richards, Henry Richards, and James Bassett, and the approaches thereto, and partly by premises belonging to the Llanelly Gas Light Company.

Six messuages or cottages, together with the gardens thereto attached, and the yards, ways, approaches, and footpaths belonging thereto, or used in connection therewith, liquor shed, hereditaments, and premises also forming a part of the said lands known by the name of Wern Uchaf, belonging or reputed to belong to the said Charles Richard Robinson and Elizabeth Lawrence Robinson, situate in the said parish of Llanelly, now in the respective occupations of Thomas Francis, Hector Howell, David Jones, the said Thomas Richards, Henry Richards, John Thomas, John Bassett, the said James Bassett, and the said William Wheaton, bounded on the north and east by premises belonging to the Llanelly Gas Light Company; on the south by part of the said lands, called Wern Uchaf; and on the west partly by the site of the said Old Box tramroad and partly by the said “Gutter Goch.”

Secondly. A piece or parcel of land, part of lands known by the name of Morfa Bychan, belonging or reputed to belong to the Local Board of Health for the district of the borough of Llanelly, situate in the said parish of Llanelly, now in the occupation of Daniel Davies, bounded on the north by the Great Western Railway and the Llanelly and Llandilo Railway; on the east by other part of the said lands called Morfa Bychan, belonging to the said Local Board of Health, and in the respective occupations of Daniel Davies, Edward Morton Goodwin, and John Soulsby Anderson; and on the south partly by premises belonging or reputed to belong to Philip Evans and Charlotte Elizabeth Evans, and partly by premises belonging or reputed to belong to the said Local Board of Health and Charles William Mansel Lewis, and in the occupation of the said Daniel Davies; and on the west by a piece of unoccupied land belonging or reputed to belong to the said Charles William Mansel Lewis.

A piece or parcel of land adjoining the lastly-described piece or parcel of land, belonging or reputed to belong to the said Local Board of Health and Charles William Mansel Lewis, situate in the said parish of Llanelly, now in the occupation of the said Daniel Davies, bounded on the north and east by the lastly-described piece or parcel of land, or some part thereof; on the south partly by premises belonging or reputed to belong to the said Philip Evans and Charlotte Elizabeth Evans and partly by premises belonging or reputed to belong to the said Charles William Mansel Lewis; and on the west by premises belonging or reputed to belong to the said Charles William Mansel Lewis, and in the occupation of Messieurs Nevill, Druce, and Company.

A piece or parcel of land adjoining the lastly-described piece or parcel of land, belonging or reputed to belong to the said Charles William Mansel Lewis, situate in the said parish of Llan-

elly, now in the occupation of the said Messieurs Nevill, Druce, and Company, bounded on the north by premises belonging or reputed to belong to Sir John Stepney Cowell Stepney, Baronet, M.P., and in the occupation of the said Messieurs Nevill, Druce, and Company; on the east partly by premises belonging or reputed to belong to the said Charles William Mansel Lewis, and in the occupation of the said Messieurs Nevill, Druce, and Company, and partly by the said premises belonging or reputed to belong to the said Local Board of Health and the said Charles William Mansel Lewis; and on the south and west by premises belonging or reputed to belong to the said Charles William Mansel Lewis, and in the occupation of the said Messieurs Nevill, Druce, and Company.

A piece or parcel of land adjoining the lastly described piece or parcel of land belonging or reputed to belong to the said Charles William Mansel Lewis, situate in the said parish of Llanely, now in the occupation of the said Messieurs Nevill, Druce, and Company, bounded on the north by the said piece or parcel of land, belonging or reputed to belong to the said Local Board of Health; on the east by the said piece or parcel of land belonging or reputed to belong to the said Local Board of Health and Charles William Mansel Lewis; on the south by the lastly described piece or parcel of land; and on the west partly by the said lastly described piece or parcel of land, and partly by the said premises belonging or reputed to belong to the said Sir John Stepney Cowell Stepney.

A piece or parcel of land adjoining the lastly described piece or parcel of land, belonging or reputed to belong to the said Charles William Mansel Lewis, situate in the said parish of Llanely, now in the occupation of the said Messieurs Neville, Druce, and Company, bounded on the north by premises belonging or reputed to belong to the said Charles William Mansel Lewis, and now unoccupied; on the east by the said piece or parcel of land belonging or reputed to belong to the said Local Board of Health; on the south partly by the lastly described piece or parcel of land, and partly by the said premises belonging or reputed to belong to the said Sir John Stepney Cowell Stepney; and on the west partly by the said premises belonging or reputed to belong to the said Sir John Stepney Cowell Stepney, and partly by premises belonging or reputed to belong to the said Charles William Mansel Lewis, and in the occupation of the said Messieurs Nevill, Druce, and Company.

A piece or parcel of land adjoining the lastly described piece or parcel of land, belonging or reputed to belong to the said Charles William Mansel Lewis, situate in the said parish of Llanely, now unoccupied, bounded on the north partly by premises belonging or reputed to belong to the said Charles William Mansel Lewis, and in the occupation of Joseph Joseph and Owen Thomas, and partly by the said Great Western Railway and Llanely and Llandilo Railway; on the east by the said piece or parcel of land belonging or reputed to belong to the said Local Board of Health; on the south partly by the lastly described piece or parcel of land, partly by other premises belonging or reputed to belong to the said Charles William Mansel Lewis, and in the occupation of the said Messieurs Nevill, Druce, and Company, and partly by premises belonging or reputed to belong to the said Sir John Stepney Cowell Stepney, and used as premises in connexion with Trinity Chapel, and on the west by a road leading from the town of Llanely to the new dock.

A piece or parcel of land, belonging or reputed to belong to the said Charles William Mansel Lewis, situate in the said parish of Llanely, now

in the occupation of the said Messieurs Nevill, Druce, and Company, bounded on the north by the said premises belonging or reputed to belong to the said Charles William Mansel Lewis, and unoccupied; on the east by the said premises belonging or reputed to belong to the said Charles William Mansel Lewis, and occupied by the said Messieurs Nevill, Druce, and Company, on the south by the said premises belonging or reputed to belong to the said Sir John Stepney Cowell Stepney, and occupied by the said Messieurs Nevill, Druce, and Company; and on the west by premises belonging or reputed to belong to the said Charles William Mansel Lewis, and occupied by the said Messieurs Nevill, Druce, and Company.

A piece or parcel of land adjoining the lastly described piece or parcel of land, belonging or reputed to belong to the said Sir John Stepney Cowell Stepney, situate in the said parish of Llanely, now in the occupation of the said Messieurs Nevill, Druce, and Company, bounded on the north by the lastly described piece or parcel of land; on the east and south by the said premises belonging or reputed to belong to the said Charles William Mansel Lewis, and occupied by the said Messieurs Nevill, Druce, and Company; and on the west by premises belonging or reputed to belong to the said Sir John Stepney Cowell Stepney, and occupied by the said Messieurs Nevill, Druce, and Company.

To purchase by compulsion or agreement, and to hold the piece or parcel of land, with so much of the said brook or stream of water as so runs through such piece or parcel of land, and the messuages or cottages, gardens, yards, ways, approaches, footpaths, liquor shed, hereditaments, and premises firstly before described, and also to purchase by agreement, or to take by agreement or lease, and hold the pieces or parcels of land secondly before described, and also to take by agreement or lease, and hold other lands, and houses, and easements, in and over lands in the parish of Llanely, for the purposes of the Act.

To supply with gas for public and private purposes, and for purposes of trade and business, and other purposes, so much of the said parish of Llanely, as is wholly situate within the Parliamentary borough of Llanely, and so much of the parishes of Llanely, Pembrey, and Llangennech, as are situate without the said Parliamentary borough of Llanely, but which are situate within a distance of five miles of any part of the said Parliamentary borough of Llanely, and are within the county of Carmarthen.

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

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

To enter into and carry into effect contracts and arrangements for the supply of gas with any local

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

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

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

To sell the undertaking to the Llanelly Local Board of Health, and to enable that authority to acquire the same on such terms as may be agreed upon or settled by arbitration. And the Act will or may incorporate with itself—

The Gas Works' Clauses Acts, 1847 and 1871;
The Companies' Clauses Acts, 1845, 1863, and 1869;

The Lands' Clauses Consolidation Acts, 1845, 1860, and 1869;

or some parts of those respective Acts, and will vary or extinguish all rights and privileges which would interfere with its objects, and will confer other rights and privileges. And the Act will alter, amend, or repeal all or some of the provisions of the local and personal Act of Parliament made and passed in the fifth year of the reign of his late Majesty King William the Fourth, chapter 16, entitled "An Act for Lighting with Gas the town and neighbourhood of Llanelly, in the county of Carmarthen."

Duplicate plans of the lands and hereditaments 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, 1873, be deposited with the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery, in the said county of Carmarthen, and a copy of the same plans, book of reference, and notice will, on or before the same day, be deposited with the parish clerk of the parish of Llanelly, at his residence, situate at No. 2, Union-terrace, in the town and parish of Llanelly aforesaid.

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 first day of November, 1873.

Robert Johnson, Llanelly, Solicitor for the Bill.

Thomas Speechly, 1, New Inn, London, W.C., Parliamentary Agent.

In Parliament—Session 1874.

Leeds Suburban Railway.

(Incorporation of Company; Construction of Railways to connect Leeds and Roundhay Park; Running Powers over portions of Midland and North-Eastern Railways; Contributions or Subscriptions by and Working and other Arrangements with those Companies; Incorporation of Acts; Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session thereof for leave to bring in a

No. 24037.

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Bill for all or some of the following purposes (that is to say):—

To incorporate a Company (hereinafter referred to as "the Company") and to enable them to make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, sidings, and conveniences connected therewith respectively (that is to say):

1. A Railway (No. 1) commencing in the township of Rothwell Haigh, in the parish of Rothwell, by a junction with the Midland Railway at a point on that railway eight chains or thereabouts eastward of the bridge carrying the Leeds and Wakefield turnpike road over that railway, thence passing through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Rothwell, Rothwell (detached), Rothwell Haigh, Osmondthorpe, Temple Newsam, Leeds, Halton, Whitkirk, Coldcotes, Potter Newton, Roundhay, and Barwick in Elmet, and terminating in the township of Roundhay, in the parish of Barwick in Elmet, at a point in Park-road, half a chain or thereabouts south of the lodge at the entrance to the stables of Roundhay-park Mansion.
2. A Railway (No. 2) commencing in the said township of Roundhay, in the said parish of Barwick in Elmet, by a junction with the Railway (No. 1) at the termination of that railway as hereinbefore described, thence passing through or into the several parishes, townships and extra-parochial places following, or some of them, namely, Roundhay, Barwick in Elmet, Leeds, Chapel Allerton, Headingley, and Headingley-cum-Burley, and terminating in the township of Headingley-cum-Burley, in the parish of Leeds, by a junction with the Leeds and Thirsk Branch of the North Eastern Railway at a point two chains or thereabouts north-west of the point on that branch where that branch crosses on the level road leading from Burley to Headingley, near the south-west corner of the gardens known as the Old Gardens
3. A Railway (No. 3) commencing in the township of Rothwell Haigh, in the parish of Rothwell, by a junction with the Midland Railway at a point on that railway 19 chains, or thereabouts, eastward of the south-eastern end of the bridge carrying that railway over the Leeds and Pontefract turnpike road, thence passing through or into the several parishes, townships, and extra-parochial places following, or some of them, namely: Rothwell and Rothwell Haigh, and terminating in the township of Rothwell (detached), in the parish of Rothwell, by a junction with Railway (No. 1.) hereinbefore described, at a point on the public footpath leading from the Leeds and Pontefract turnpike road by Glasshouse Farm and Haigh Park to Thwaite Mills, 13 chains or thereabouts south-eastward from the south end of the bridge carrying that footpath over the Aire and Calder Canal Navigation.
4. A Railway (No. 4), commencing in the township of Osmondthorpe, in the parish of Leeds, by a junction with the North Eastern Railway at a point on that railway one chain or thereabouts north-eastward of the bridge carrying that railway over the Osmondthorpe Colliery Tramway, thence passing through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Osmondthorpe, Potter Newton,

Coldcotes, and Leeds, and terminating in the township or hamlet of Coldcotes, in the parish of Leeds, by a junction with the Railway (No. 1) hereinbefore described, at a point in a grass field abutting on the boundary between the township or hamlet of Coldcotes and the township of Potter Newton, belonging to James Brown, Esquire, and in the occupation of William John Thomas and Samuel Myers, 19 chains or thereabouts southward of the south-eastern corner of Low Coldcotes Farmhouse.

5. A Railway (No. 5), commencing in the township of Seacroft, in the parish of Whitkirk, by a junction with the North Eastern Railway at a point on that railway 25 chains or thereabouts eastward of the eastern side of the bridge carrying that railway over the Leeds and Selby turnpike road, thence passing through or into the several parishes, townships, and extra-parochial places following, or some of them, namely, Seacroft, Whitkirk, Potter Newton, Halton, Coldcotes, and Leeds, and terminating in the township or hamlet of Coldcotes, in the parish of Leeds, by a junction with Railway (No. 1) at or near the termination of Railway (No. 4), as hereinbefore described.

6. A Railway (No. 6) situate wholly in the township of Headingley-cum-Burley, in the parish of Leeds, commencing by a junction with the Railway (No. 2), hereinbefore described, at a point in a field belonging to Sir Edmund Beckett, Baronet, and in the occupation of Anthony Hutchinson, one and a half chains or thereabouts east of the north easternmost corner of the farm buildings of Grange Farm, and terminating by a junction with the Leeds and Thirsk Branch of the North Eastern Railway, at a point on that railway three chains or thereabouts eastward of the booking office of the Headingley and Kirkstall Station.

All the said railways and works will be in the West Riding of Yorkshire.

To empower the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, turnpike roads, streets, highways, roads, railways, tramways, bridges, drains, sewers, navigations, rivers, canals, streams, and watercourses, gas, water, and other pipes, telegraphs, and telegraph apparatus, in the parishes and places hereinbefore mentioned, so far as may be necessary in constructing or maintaining the said intended railways and works, or for other the purposes of the Bill, and to deviate horizontally from the lines of railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned to any extent to be authorised by the Bill, to purchase, by compulsion or otherwise, lands, houses, and other property for the purposes of the said intended railways and works and of the Bill; to levy tolls, rates, and charges, in respect of the intended railways and works, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges, and to exercise other rights and privileges.

To authorise the Midland Railway Company and the North Eastern Railway Company, or either of them, to contribute towards the cost of constructing the intended railways 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 Midland Railway Company and the North Eastern Railway Company, or either of them, 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 Midland Railway Company and the North Eastern Railway Company, or either of them, themselves to execute the railways and works hereinbefore described, and will confer on the Midland Railway Company and the North Eastern Railway, or either of them, 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 issue of ordinary or preferential stock and shares and by loan.

To enable the Company and the Midland and the North Eastern Railway Companies, or either of them, 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 of the railways, stations, and works of the contracting Companies, or some of them, or some part or parts thereof respectively, the supply of rolling stock and machinery, and 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 for and with respect to the fixing of the tolls, rates, and charges to be demanded and taken, and recovered in respect of such traffic, 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 to give effect to any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To empower the Company, and all companies and persons for the time being lawfully working or using any of the railways of the Company, to run over, work, and use with their engines and carriages of every description, and with their clerks, officers and servants, and for the purposes of traffic of every description, and upon such terms and conditions and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, the respective parts hereinafter described of the North Eastern Railway and of the Midland Railway, together with all stations, buildings, offices, warehouses, approaches, telegraphs, signals, landing places, platforms, water, watering places, and engines, standing room for engines and carriages, sidings, works, and conveniences connected therewith respectively, that is to say:

So much of the North Eastern Railway as lies between the point hereinbefore described as the commencement of Railway No. 4, and the point hereinbefore described as the termination of Railway No. 2, together with the new station and the Marsh-lane Station of that railway in Leeds.

So much of the Midland Railway as lies between the point hereinbefore described as the commencement of Railway No. 1, and the Wellington Station in Leeds of the Midland Railway, together with that station, and the Hunslet Station of that railway.

The Bill will vary and extinguish all existing rights and privileges, which would interfere with its objects, and will confer other rights and pri-

vileges; 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."

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): 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic. caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 164, 230, 231, and 245; 28 and 29 Vic., caps. 98, 327, 335, and 359; 29 and 30 Vic., caps. 90, 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vic., caps. 27, 170, 185, and 207; 31 and 32 Vic., caps. 43 and 49; 32 and 33 Vic., caps. 25, 83, and 115; 33 and 34 Vic., cap. 63; 34 and 35 Vic., caps. 11, 39, 86, and 192; 35 and 36 Vic., caps. 57, 118, 140, 178, and 182; and 36 and 37 Vic., caps. 109 and 210, and all other Acts relating to or affecting the Midland Railway Company. Also 6 William IV, cap. 76; 8 and 9 Vic., cap. 163; 9 and 10 Vic., cap. 241; 10 and 11 Vic., cap. 133; 13 and 14 Vic., cap. 38; 14 and 15 Vic., cap. 84; 16 and 17 Vic., cap. 109; 17 and 18 Vic., cap. 211; 26 and 27 Vic., cap. 122; 28 and 29 Vic., caps. 111 and 267; 29 and 30 Vic., cap. 251; 33 and 34 Vic., cap. 7; 34 and 35 Vic., cap. 116; and 35 and 36 Vic., cap. 141, and all other Acts relating to or affecting the North Eastern Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and 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 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said works are intended to 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 for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining 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 20th day of December next.

Dated this 14th day of November, 1873.

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

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

In Parliament—Session 1874.

Pontypool and Blaenavon Railway.

(Incorporation of Company—Construction of Railways from Taff Vale Extension Railway to Blaenavon, with Branches to neighbouring Works, &c.—Purchase of Lands—Tolls—Working and other Agreements with Great Western and London and North-Western Railway Companies, and Monmouthshire Railway and Canal Company—Subscription by Great Western 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 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 Company") all necessary and proper powers for effecting the objects hereinafter mentioned or some of them (that is to say):—

A Railway (No. 1) wholly in the parishes of Trevethin and Panteague, in the county of Monmouth, commencing by a junction with the Taff Vale Extension Railway of the Great Western Railway Company at or near the point at which that Extension Railway is crossed by a footbridge leading to the Blaendare Colliery at Twmpath and terminating at or near the Chimney Flue Stack of Peters Pits belonging to the Ebbw Vale Steel, Iron, and Coal Company (Limited), at Abersychan.

A Railway (No. 2) wholly in the said parish of Trevethin commencing by a junction with the intended Railway (No. 1) at its termination as above described, and terminating by a junction with the Brynmawr and Blaenavon Railway of the London and North Western Railway Company at its termination at or near Blaenavon.

A Railway (No. 3) wholly in the parishes of Trevethin and Panteague aforesaid, in the county of Monmouth, commencing by a junction with the proposed Railway (No. 1) at a point about 309 yards north-westward from its intended commencement as above described and terminating by a junction with the said Taff Vale Extension Railway at a point about 440 yards westward from the intended commencement of Railway No. 1, as above described.

A Railway (No. 4) wholly in the said parish of Trevethin, commencing by a junction with Railway No. 1 at a point about 220 yards north-eastward from Cwmffrdore Farm House in the occupation of Joan Harris and terminating at or near the bottom of the incline of Gellydeg Colliery, in the occupation of William Prosser, Esquire.

A Railway (No. 5) wholly in the said parish of Trevethin, commencing by a junction with Railway No. 1 at a point about 1332 yards south-eastward from its intended termination as above described on the tip-ground of the Ebbw Vale Steel, Iron, and Coal Company (Limited), at Abersychan, and terminating at or near and on the south side of the Forge and Rolling Mills of that Company at Abersychan aforesaid.

A Railway (No. 6) wholly in the said parish of Trevethin, commencing by a junction with Railway No. 2 at a point about 710 yards south-eastward from its intended termination as above described in a coppice in the occupation of Mr. John Griffith Williams, and terminating by

a junction with the Mineral Railway, in the occupation of John Vipond and Company (Limited), at or near the top of the incline connecting the said Mineral Railway with the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company near Cwm-avon.

A Railway (No. 7) wholly in the said parish of Trevethin, commencing by a junction with Railway No. 2 at a point about 360 yards south-eastward from its termination as above described, and terminating by a junction with the private Railway of the Blaenavon Iron and Steel Company (Limited), known as the Tyre Mill Siding, at its termination in the Tyre Mill.

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 prescribed by the Bill, and also to deviate vertically from the levels shown on the Sections hereinafter mentioned.

3. To authorise the Company to cross, divert, alter or stop up, whether temporarily or permanently, all turnpike and other roads, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways and tramroads which it may be necessary or convenient to cross, divert, alter or stop up for the purposes of the intended railways and works, or of the Bill.

4. To enable the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. To authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways, stations, and works hereinafter mentioned, belonging to other Companies, and to alter the tolls, rates, and duties which are now authorised to be taken thereon, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company on the one hand, and the Great Western Railway Company, and the London and North-Western Railway Company, and the Monmouthshire Railway and Canal Company, or any or either 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 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 Companies 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.

7. To enable the Great Western Railway Company to subscribe for, take, and hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the share capital and debentures of the Company, or any part thereof respectively, and for these pur-

poses to apply their corporate funds and revenue, and to raise further moneys by the creation of new shares or stock, whether ordinary or preferential or both, and by borrowing, and to appoint a director or directors of the Company.

8. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

9. And it is intended, so far as it may be required 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), 5th and 6th William IV, cap. 107, and all other Acts relating to the Great Western Railway Company; 9th and 10th Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company; and 8th and 9th Vict., cap. 169, and all other Acts relating to the Monmouthshire Railway and Canal Company.

10. And notice is hereby also given, that plans and sections of the proposed railways and works, showing the lines and levels thereof, with a book of reference to such plans, and a published map with the lines of the proposed railways delineated thereon, and a copy of this Notice as published in the London Gazette will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Monmouth, at his office at Newport, in the same county, and on or before the said 29th 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 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.

11. Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.—Dated this 13th day of November, 1873.

Cox Davies and Brown, Brynmawr;
Greenway and Bytheway, Pontypool;
Solicitors for the Bill.

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

North London Railway.

(New Works at Poplar; Additional Lands and stopping up of Streets in county of Middlesex and City of London; Repeal of existing provisions as to new Dock Entrance at Poplar; Extension of time for completion of certain Works; Further provisions as to Bridges over London and Blackwall Railway and Wick-lane; Running powers over East London Railway; Further provisions as to Surplus Lands; Further Capital, and contribution by London and North Western Railway Company; Agreements with London and North Western, Great Eastern, East London, and London, Brighton, and South Coast Railway Companies, and East and West India Dock Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the North London Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):

1. To empower the Company to make and

maintain an embankment or quay wall, with a steam wharf, approaches, and all other proper works and conveniences connected therewith, in the parish of All Saints, Poplar, in the county of Middlesex, commencing at a point on the river Thames, near to and on the northern side of the Blackwall entrance to the West India Docks, and terminating at a point on the same river near to the south-western boundary of the ship-building yard at Blackwall, belonging to or in the occupation of Messrs. Money Wigram and Co., with power to the Company to remove the present slip or landing-place known as Blackwall Stairs, and to provide other accommodation or access in lieu thereof.

2. To empower the Company to levy tolls, rates, or charges for or in respect of the use of the said intended embankment or quay wall, steam wharf, and other works and conveniences, and to grant exemptions from the payment of such tolls, rates, and charges.

3. To empower the Company to alter and divert, within the said parish of All Saints, Poplar, the road known as Preston's-road, between a point thereon near to and on the south side of the bridge carrying that road over the London and Blackwall Railway, and another point thereon near to and on the north side of the Blackwall entrance to the West India Docks, where Preston's-road curves to the west, and is carried by a swing bridge over the said dock entrance, and to stop up and discontinue, as a public highway, and appropriate to the purposes of their undertaking the site and soil of so much of the said existing road as will become unnecessary by reason of such diversion, and also of so much of the street known as Blackwall, in the said parish of All Saints, Poplar, as lies between the junction of that street with Brunswick-street and Russell-street and the point up to which the said street, known as Blackwall, was, by the North London Railway Act, 1865, authorized to be stopped up and appropriated by the Company. And to empower the Company to construct a bridge over Preston's-road when diverted, and to lay rails or sidings over the same bridge, and over the said steam wharf and other works, so as to afford railway access and communication from their existing railway to the said steam wharf and the river Thames.

4. To repeal the 8th section of "The North London Railway (Additional Powers) Act, 1864," prohibiting the Company from opening the new dock by that Act authorized until the construction of a new dock entrance into the river Thames, and also to repeal so many of the clauses and provisions of "The North London Railway Act, 1865," as relate to the construction of such new dock entrance, and to enable the Company to hold and use the lands acquired by them under the last-mentioned Act for such new dock entrance for the purpose of the embankment or quay wall, steam wharf, diversion of road, and other works hereinbefore mentioned, or for such other purposes as may be defined in or authorized by the intended Act.

5. To authorize the Company on the one hand, and the London and North Western Railway Company and the East and West India Dock Company, or either or both of them separately, on the other hand, to enter into and carry into effect any agreements or arrangements relating to the construction and use of the said embankment or quay wall, wharf, and works, or any of them.

6. To empower the Company to purchase, by compulsion or agreement, lands and houses for all or any of the purposes aforesaid, and also, for

the purposes of their undertaking, the lands and houses following, that is to say:

Certain lands and houses in the said parish of All Saints, Poplar, lying between the London and Blackwall Railway and Russell-street, and Preston's-road and Brunswick-street, and also certain other lands and houses on the east side of Brunswick-street, with power to the Company to stop up and discontinue as public highways, and appropriate to the purposes of their undertaking, Russell-street, Norfolk-street, and Essex-street, and so much of Leicester-street as lies west of the junction between that street and Regent-street, and so much of Regent-street as lies south of the junction between that street and Leicester-street, and so much of Brunswick-street as extends for a distance of 127 yards from the southern end of that street, or so much thereof respectively as may be found necessary, and also all such other streets, courts, yards, alleys, highways, and public passages, as lie within the limits of the lands so intended to be purchased, or any of them.

Certain other lands and houses in the same parish, situate in Russell-place and at the rear thereof, and on the east side of Preston's road aforesaid.

Certain other lands in the same parish, situate immediately to the east of Harrow-lane, and abutting upon or near to the London and Blackwall Railway and the London and Blackwall and Milwall Extension Railway respectively and the Goods Station of the Company. With power to the Company and the East and West India Dock Company to enter into and carry into effect agreements or arrangements with reference to the use and appropriation of such lands, or to empower the Company to acquire the same, or any part thereof, from the said Dock Company by exchange or mutual conveyance, in lieu of other lands now held by the Company, and to enable the Company to exchange and convey such last-mentioned lands accordingly.

Certain lands and buildings in the same parish, belonging or reputed to belong to the East and West India Dock Company, and situate between the western end of the Harrow-lane goods sidings of the Company and the West India Dock-road, and lying partly on the north and partly on the south side of the London and Blackwall Railway.

Certain lands and houses in the parish of St. Leonard, Shoreditch, in the county of Middlesex, bounded on the north by Acton-street, on the east by Queen-street, on the south by Lee-street, and on the west by the Company's railway.

7. To empower the Company to stop up and discontinue as a public highway so much of the road or street known as Sun-street, in the respective parishes of St. Botolph Without Bishopsgate, in the City of London, and St. Leonard, Shoreditch, in the county of Middlesex, as is situate between the western boundary wall of the Great Eastern Railway crossing the said street, and the western boundary of the railway viaduct over such street, belonging to the Company and to the London and North Western Railway Company, or to one of such Companies, and to provide for the vesting in the Company and the London and North Western Railway Company jointly, or in either of them separately, of the whole or part of the portion of the said street so stopped up and discontinued.

8. To vary and extinguish all existing rights

and privileges connected with any lands and houses proposed to be purchased or appropriated for the purposes of the undertaking of the Company which would in any manner impede or interfere with such purposes, and to confer other rights and privileges.

9. To extend the time and continue the powers granted by "The North London Railway (Additional Powers) Act, 1864," "The North London Railway Act, 1865," and "The North London Railway Act, 1871," for the completion of the several works authorized by the two first named Acts relating to the new dock or basin at Poplar, and the new cut into the river Thames, and the bridges over the London and Blackwall Railway.

10. To abandon the construction of the bridge authorized to be constructed by the Company in pursuance of the powers contained in "The North London Railway (Additional Powers) Act, 1864," over the London and Blackwall Railway at Poplar, eastward of the existing bridge of the Company over the said railway near Harrow-lane, in the said parish of All Saints, Poplar, and to amend Clause 12 of the said Act with reference to the widening of the said existing bridge, and to empower the Company further to widen the same.

11. To empower the Company to widen the existing bridge, carrying their railway over Wick-lane, in the parish of St. Mary, Stratford-le-Bow, in the county of Middlesex.

12. To empower the Company to run over and use with their engines and carriages, and for traffic of every description, and with their clerks, officers, and servants, upon payment of such tolls or charges, and upon such terms and conditions as may be agreed upon, or as, failing agreement, may be prescribed by, or settled and determined, under the provisions of the intended Act, the several railways authorized to be made by the East London Railway Company, and referred to as Railway No. 1 in "The East London Railway Act, 1865," and No. 1 Great Eastern Up Junction in "The East London Railway (Additional Powers) Act, 1866," and the several other railways belonging to or authorized to be made by the East London Railway Company, together with the stations, watering places, water, booking offices, warehouses, wharves, sidings, approaches, works, and conveniences connected therewith, and to empower the Company and the East London Railway Company, and also the Great Eastern and London, Brighton, and South Coast Railway Companies, or any or either of them respectively, to enter into and carry into effect agreements with respect to all or any of the matters last aforesaid.

13. To extend the time for the sale by the Company of all or any lands heretofore acquired by them under the powers of their various Acts, or otherwise, and which are not or eventually may not be required for the purposes of their undertaking, and to amend, vary, extend, and enlarge the provisions of "The North London Railway Act, 1867," and "The North London Railway Act, 1871," with reference to the sale of the surplus lands belonging to the Company, and to enable the Company to hold in perpetuity certain surplus lands to be defined upon the plans to be deposited as hereinafter mentioned.

14. To authorize the Company to sell, and the London and North Western Railway Company to purchase and hold as part of their undertaking, certain coal depots and yards belonging thereto, situate adjoining to the Company's railway, in the several parishes of St. Pancras, St. Mary, Islington, St. John at Hackney, St. Leonard, Bromley, All Saints, Poplar, and St. Leonard, Shoreditch, in the county of Middlesex, and

agreed to be sold to the last-named Company by several agreements, respectively dated the 1st day of November, 1871; the 22nd day of December, 1872; the 22nd day of December, 1872; the 22nd day of December, 1872; and the 24th day of March, 1873; and also to authorize the Company to demise or lease to the London and North Western Railway Company, and to enable that Company to accept a lease or leases of, and to hold as part of their undertaking certain lands and arches situate in the several parishes of St. Mary, Stratford-le-Bow, St. John at Hackney, and St. Pancras, in the county of Middlesex, and agreed to be demised by the said agreement of the 1st day of November, 1871, and so far as may be necessary for the purposes aforesaid to confirm or give effect to the said agreements, or some of them.

15. To authorize the Company to apply their corporate funds towards the purposes of the intended Act, and to raise additional capital for such purposes, and for the general purposes of the undertaking of the Company by shares or by stock, with or without any priority of dividend or interest, or other advantages over all or any part of the existing and authorized capital of the Company, and by mortgage or bond, or debenture stock, or by any or either of those means, and to enable the London and North Western Railway Company to contribute money towards all or any of the purposes of the intended Act, and to take their rateable proportion of any new capital which may be raised by the Company, and to create new shares in their own capital, with or without preference or priority of dividend or interest, or other advantages over all or any part of their existing and authorized capital, and by mortgage or debenture stock, or by either of those means.

16. And it is proposed by the said intended Act, to alter, amend, extend and enlarge, or to repeal some of the powers and provisions of the Lands Clauses Consolidation Act, 1845, relating to the sale of superfluous lands, and also of the several Acts of Parliament following, or some of them, relating to the Company (that is to say): Local and personal Acts, 9 and 10 Vict., cap. 396; 13 and 14 Vict., cap. 36; 16 and 17 Vict., cap. 97; 17 and 18 Vict., cap. 80; 23 and 24 Vict., caps. 14, 52, and 87; 24 and 25 Vict., caps. 132 and 196; 27 and 28 Vict., cap. 246; 28 and 29 Vict., cap. 72; 30 Vict., cap. 78; 31 Vict., cap. 4; and 34 Vict., cap. 12. And also of the local and personal Acts following, or some of them (that is to say):—9 and 10 Vict., cap. 204, and any other Acts relating to the London and North Western Railway Company; 28 and 29 Vict., cap. 51, and any other Acts relating to the East London Railway Company; 25 and 26 Vict., cap. 223; and any other Acts relating to the Great Eastern Railway Company; and 9 and 10 Vict., cap. 283, and any other Acts relating to the London, Brighton, and South Coast Railway Company; and 1 Vict., cap. 9, and any other Acts relating to the East and West India Dock Company.

17. And notice is hereby also given, that on or before the 29th day of November instant, plans and sections of the works to be constructed, and the lands to be acquired or appropriated under the powers of the intended Act, and a book of reference to such plans and plans of the surplus lands proposed to be held by the Company in perpetuity, together with 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, in that county, and plans showing the portion of Sun-street proposed to be stopped up and appropriated, with a book of reference thereto, and a

copy of this Notice, will also be deposited with the Clerk of the Peace for the City of London, at his office, at the Sessions-house in the Old Bailey, in the said city, 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 works are proposed to be made, or lands proposed to be acquired or appropriated are situate, together with a copy of this Notice, will be deposited for public inspection as follows (that is to say)—as to the parishes of All Saints, Poplar, and Saint Mary, Stratford-le-Bow, in the county of Middlesex, with the clerk of the Poplar District Board of Works, at his office, High-street Poplar; as to the parish of St. Leonard, Shoreditch, in the county of Middlesex, with the vestry clerk of that parish, at his office at the Town-hall, Old-street, Shoreditch; as to the parish of Saint Botolph Without, Bishopsgate, in the City of London, with the parish clerk of that parish at his residence.

And notice is hereby further given, that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 29th day of December, 1873:

Dated this 8th day of November, 1873.

Payne and Layton, Gresham House, E.C

In Parliament.—Session, 1874.

London, Brighton and South Coast Railway. (Transfer to London, Brighton, and South Coast Railway Company of undertaking of Hayling Railways Company, and Dissolution of that Company; Consolidation of Stocks; Superannuation Fund; Alteration of Powers as to authorised Capital; Amendment of Acts).

A PPLICATION is intended to be made to Parliament in the next Session thereof by the London, Brighton, and South Coast Railway Company (who are hereinafter referred to as "The Company") for leave to bring in a Bill for the following, or some of the following, among other purposes.

To authorise the transfer to the Company of the undertaking of the Hayling Railways Company, authorised by "The Hayling Railways Act, 1860," "The Hayling Railway and Docks Act, 1864," and "The Hayling Railways Act, 1867," or so much of the said undertaking as has been executed, or as there is still power to execute, together with all lands and other property, rights, powers, and privileges of the Hayling Railways Company, including therein the power to take lands and the power to levy tolls and charges for the use of their undertaking, and to transfer and impose on the Company all the duties and liabilities of the Hayling Railways Company with respect to the maintenance, working, and management of the undertaking so to be transferred, and to dissolve the Hayling Railways Company, or the Bill will amalgamate the two Companies and their respective capitals and undertakings.

To authorise the consolidation of the various preference or guaranteed stocks or shares of the Company into a smaller number of stocks by such means and subject to such conditions and restrictions as the Bill shall prescribe, and for that purpose to extinguish some or all of the said stocks or shares, and to create other stocks in lieu thereof, and to authorise payments to and by and arrangements with, and by the holders of the said stocks or shares by way of equalizing their interests.

To provide for the establishment and management for the officers and servants of the Company of a fund or funds for superannuation or

other allowances, and to enable the Directors of the Company, or other authorities, to be named in or appointed under the powers of the Bill, to prescribe what contributions may or shall be made to such fund or funds by the said officers and servants, and to enable the Company to contribute funds towards such fund or funds, and to pay interest on any balances thereof which may be from time to time in their hands; and to authorise the making and enforcing from time to time of any bye-laws, rules, and regulations for the management of any such fund or funds, and with respect to the contributions to be made thereto, and the benefits to be derived therefrom, or otherwise in relation to the said fund or funds; and the Bill will authorise and confirm the scheme with respect to the superannuation fund of the Company, approved by the Company on the 24th day of January, 1872, and any acts already done under or in pursuance of that scheme, and also the conditions and regulations approved by the Company in relation to the said scheme, subject to such modifications thereof as the Bill shall define.

To alter some of the provisions of the London, Brighton and South Coast Railway Act, 1868, with reference to the additional capital thereby authorised to be raised, and to enable the Company to raise the said capital by the creation and issue of new ordinary shares or stock or of preference shares or stock, or partly one and partly the other, and to attach to any such shares or stock any special privileges or restrictions, and to make further provisions with reference to the capital which the Company are authorized to borrow by virtue of the said Act of 1868.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate with itself the necessary provisions of the Railways Clauses Act, 1863, and will amend and enlarge the powers and provisions of the following and any other Acts relating to the Company, namely—5 and 6, Will. 4, cap. 10; 6 and 7, Will. 4, cap. 121; 7 Will. 4 and 1 Vict., cap. 119; 1 and 2 Vict., cap. 20; 2 and 3 Vict., cap. 18; 3 and 4 Vict., cap. 129; 6 and 7, Vict., caps. 27 and 62; 7 and 8 Vict., caps. 67, 91, 92, and 97; 8 and 9 Vict., caps. 52, 113, 196, 199, and 200; 9 and 10 Vict., caps. 54, 63, 64, 68, 69, 83, 234, 281 and 283; 10 and 11 Vict., caps. 167, 244, and 276; 11 and 12 Vict., cap. 136; 16 and 17 Vict., caps. 41, 86, 88, 100, and 180; 17 and 18 Vict., caps. 61, 68, and 210; 18 and 19 Vict., caps. 114 and 169; 19 and 20 Vict., caps. 87, 92, and 105; 20 and 21 Vict., caps. 60, 72, 133, and 143; 21 and 22 Vict., caps. 57, 84, 101, 104, and 118; 22 Vict., cap. 3; 22 and 23 Vict., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vict., caps. 109, 158, 171, 172, and 174; 24 and 25 Vict., caps. 120, 174, and 234; 25 and 26 Vict., caps. 68, 78, 151, 207, and 210; 26 and 27 Vict., caps. 90, 137, 142, 184, 192, 204, 208, 218, and 227; 27 and 28 Vict., caps. 35, 123, 154, 172, 274, and 314; 28 and 29 Vict., caps. 50, 66, and 273; 29 and 30 Vict., caps. 234 and 281; 30 and 31 Vict., cap. 163; 31 and 32 Vict., cap. 334; 32 and 33 Vict., cap. 72; 33 and 34 Vict., cap. 154; and 36 and 37 Vict., cap. 118.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 12th day of November, 1873.

Norton, Rose, Norton and Brewer,
6, Victoria Street, Westminster, Solicitors.

In Parliament.—Session 1874.

Lancashire and Yorkshire Railway.

(New Works and Additional Powers.)

(Branch Railway to Great Crosby; Incline at Oldham Road Goods Station, Manchester; Additional Station Lands at Bradford; New Road at Prestwich; New Road at Moss Lane, Whitefield; Diversion of Footpath near Hollinwood; Additional Lands at Clitheroe; Oldham Road, Manchester; Moses Gate, near Bolton; Burnden, near Bolton; Orrell, near Wigan; Preston Junction, near Preston; Antley, near Church; Accrington; Brierfield, Marsden; Miles Platting, near Manchester; near Philips's Park, Manchester; Subscription to Hull Docks; Extension of Time for Construction of the Padiham to Rose Grove, Ripponden, Stainland, and Brighouse Branches; Provisions as to Manchester, Bolton, and Bury Canal; Powers to Company and London and North Western Railway Company as to Preston and Wyre Railway, and New Road near Wreay Green Station; General Provisions; Additional Capital; Amendment of Acts, &c.)

A PPLICATION is intended to be made to Parliament in the next session thereof by the Lancashire and Yorkshire Railway Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other, purposes:

To enable the Company to make and maintain the railways, roads, and works hereinafter mentioned, some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively, and to exercise the powers hereinafter mentioned, that is to say:—

Branch to Great Crosby, near Liverpool.

A short branch railway wholly situate in the township of Great Crosby, in the parish of Sefton, in the county of Lancaster, commencing by a junction with the Liverpool, Crosby, and Southport Line of the Lancashire and Yorkshire Railway, at a point about 305 yards, measured in a northerly direction, from the level crossing by that railway of the road called Blundellsand-road, and terminating on the westerly side of Cook's-lane, near to the village of Great Crosby, and near to and to the northward of the junction of Out-lane, now called Victoria-road, with Pinfold-lane.

Incline at Oldham Road Goods Station, Manchester.

A short line of railway wholly in the township, parish, and city of Manchester, in the county of Lancaster, commencing by a junction with the branch railway leading into the Oldham-road Goods Station of the Lancashire and Yorkshire Railway, at a point 18 yards or thereabouts, measured in a north-easterly direction from the centre of the bridge carrying the last-mentioned Branch Railway over Livesey-street, crossing the last-named street and Back New Allen-street, and terminating in the lands and property of the Company at or near to the site of St. George's Church and Churchyard, in Manchester aforesaid.

And to acquire, by compulsion or agreement, the lands and houses in the same township, parish, city, and county now fronting and situate on each side of Stonehewer-street, and to close the same street and to appropriate the soil thereof; and also to close so much of Back New Allen-street as shall be interfered with by the proposed works, and to appropriate the soil thereof; and to extinguish all rights of way with respect to both the said streets.

Additional Station Lands at Bradford.

To authorise the Company to acquire, by compulsion or agreement, certain lands, buildings, and property situate in the townships of Bradford and Horton, otherwise Little Horton, in the parish and borough of Bradford and West Riding of the county of York, the said lands being bounded on the south by Croft-street, on the east and north-east partly by the railway of the Company and partly by Bridge-street, and on the north-west partly by property belonging to Sir Titus Salt and others, which property fronts Union-street, and partly by Union-street, and on the west partly by a public road leading into King-street, and then by a footpath leading from Union-street, Hope-street, King-street, and Clarence-street to Croft-street, and partly by the Bowling Beck.

And also certain lands, buildings, and property situate in the said township of Horton, otherwise Little Horton, in the parish and borough of Bradford aforesaid, on the west side of the footpath hereinbefore described, and lying between Clarence-street and King-street, in the said borough.

For the foregoing purposes to stop up and extinguish all or some of the rights of way in or over any streets or ways comprised within the limits hereinbefore severally described of the lands proposed to be taken, and to appropriate the soil of such streets and ways, and especially to stop up and appropriate to the purposes of the Company, York-street, Robinson-street, and a part of Edward-street, in Bradford aforesaid.

To raise the level of Croft-street, partly by means of an embankment and partly by means of a viaduct, between a point in the township of Bradford aforesaid, near the east end of the said street, and distant 70 yards or thereabouts from the junction of the said street with Bridge-street and a point in the said township of Horton, otherwise Little Horton, 100 yards or thereabouts from the junction of Croft-street with Manchester-road, and to appropriate to the purposes of the Company the site and soil of Croft-street under the intended viaduct, and to form in and upon such site and soil such and so many sidings and communications as the Company may deem fit between the station land authorised to be acquired by the Company under the powers of "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873," and the said lands, buildings, and property in the townships of Bradford and Horton, otherwise Little Horton, hereinbefore described as intended to be acquired under the powers of the Bill.

To raise the levels of Britannia-street, in the said township of Bradford, so as to adapt the same to the altered level of Croft-street, such alteration to commence at the junction of Britannia-street with Croft-street, and to terminate at its junction with Bedford-street and Portland-street, and to purchase and take by compulsion or agreement such of the lands, buildings, and property on the west side of Britannia-street, between the points aforesaid, as may be necessary for such alteration of level.

To make all such alterations in any street or thoroughfare communicating either with Croft-street or Britannia-street as may be involved in raising as aforesaid the levels of those streets respectively.

To transfer to the street authority of the borough of Bradford the maintenance of the surface of Croft-street and Britannia-street when the alterations of the levels thereof respectively shall have been completed.

To enable the Company to agree with the Corporation of Bradford with respect to any of the foregoing matters, or any matters consequent thereon or incidental thereto, or any matters arising

ing out of the provisions of "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873," relating to works at Bradford, and will enable the Company to avail themselves of any powers vested in the Corporation as street authority or otherwise in the borough of Bradford for the modification of the proposed works in what relates to the dealing with streets or sewers; and the Bill will contain provisions for carrying into effect any agreement that may have been or may hereafter be entered into between the Company and the Corporation of Bradford.

To alter, and if need be repeal, the provisions of "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873," relating to works at Bradford, and to substitute other provisions in lieu thereof.

New Road at Prestwich.

To enable the Company to make a new road at Prestwich, wholly situate in the township of Prestwich and parish of Prestwich-cum-Oldham, in Lancashire, commencing by a junction with the turnpike road leading from Bury to Manchester, crossing Back-lane, and terminating at the north-westerly end of certain nursery gardens belonging or reputed to belong to the rector of Prestwich, and occupied by John Hope.

New Road at Moss-lane, Whitefield.

To enable the Company to make a new road at Moss-lane, Whitefield, in the township of Pilkington, in the parish of Prestwich-cum-Oldham, in Lancashire, such new road to commence at the junction of Moss-lane with the turnpike road leading from Manchester to Bury, and terminating at the junction of Moss-lane aforesaid with an occupation road leading to Wolstenholme Fold, the Hillock, and other places; and to stop up all or any part of Moss-lane aforesaid, between the points aforesaid, and to vest the soil of the parts so stopped up in the Company, and to transfer the maintenance and repair of the said new road to the parties now liable to maintain and repair the existing road.

Diversion of Footpath near Hollinwood.

To stop up and appropriate to the purposes of the Company so much of a certain footpath wholly situate in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in Lancashire, as lies between a point about 140 yards easterly of the junction of the said footpath with Bower-lane, and the junction of the said footpath with Under-lane, in Hollinwood, and to construct a footpath in lieu thereof from the point where the same is proposed to be stopped up to a point in Drury-lane about 145 yards from the junction of Under-lane with Drury-lane aforesaid.

To enable the Company to acquire, by compulsion or agreement, the lands (in which term houses, buildings, and other hereditaments are in this notice included) hereinafter described, or some of them, that is to say,—

Lands at Clitheroe.

Certain lands situate at Clitheroe, in the township of Clitheroe and parish of Whalley, in Lancashire, bounded on the easterly side by the Blackburn and Clitheroe Line of the Lancashire and Yorkshire Railway, on the southerly side by an occupation road leading from the town of Clitheroe to the Clitheroe Gas Works, and on the westerly and northerly sides thereof respectively by land and property belonging to the Clitheroe Gas Company.

Lands at Oldham-road, Manchester.

Certain lands in the township, parish, and city of Manchester, in Lancashire, bounded on the east by the Oldham-road goods station of the Lancashire and Yorkshire Railway, on the south by

Oldham-road, on the west by Lees-street, and on the north by the Rochdale-road.

Lands at Moses Gate, near Bolton.

Certain lands situate at Moses Gate, near Bolton-le-Moors, in the township of Great Lever in the parish of Middleton, and in the township of Farnworth, in the parish of Dean, in Lancashire, bounded partly by the Manchester to Bolton Line of the Lancashire and Yorkshire Railway, partly by land and sidings belonging to the Company, and partly by Lorn-street.

Lands at Burnden, near Bolton.

Certain lands situate at Burnden, near Bolton-le-Moors, in the township of Great Lever, in the parish of Middleton, in Lancashire, bounded on the east by the Manchester and Bolton Line of the Lancashire and Yorkshire Railway, on the west partly by Crescent-road, and on the southerly side by a public road or Highway called Lever Edge-lane.

Lands at Orrell, near Wigan.

Certain lands in the township of Winstanley, in the parish of Wigan, in Lancashire, abutting upon the goods station lands and property of the Company at Orrell, and upon Winstanley-lane there.

Lands at Preston Junction, near Preston.

Certain lands at Preston Junction, near Preston, in the township of Walton-le-Dale, in the parish of Blackburn, in Lancashire, in part bounded by the land and property of the Company, and in part by Todd-lane.

Lands at Antley, near Church.

Certain lands situate at Antley, near Church, in the townships of Old Accrington and New Accrington, in the parish of Whalley, in Lancashire, abutting upon and intersected by the Lancashire and Yorkshire Railway, and on the easterly end thereof near to a public road or highway leading from Higher Antley to Accrington; and to stop up all rights of way (if any) over any part of those lands.

Lands at Accrington.

Certain lands situate in the township of Old Accrington, in the parish of Whalley, in Lancashire, adjacent to and on the westerly side of the Accrington to Burnley Line of the Lancashire and Yorkshire Railway, and abutting on the turnpike road leading from Bury through Accrington to Whalley, on the north-easterly side thereof.

Lands at Brierfield, Marsden.

Certain lands at Brierfield, in the township of Little Marsden, in the parish of Whalley, in Lancashire, lying on each side of the East Lancashire Section of the Lancashire and Yorkshire Railway, and bounded on the northerly side by Lob-lane, on the west partly by King-street, and on the east partly by Milton-street.

Lands at Miles Platting, near Manchester.

Certain lands at Miles Platting, in the township of Newton, in the parish of Manchester, in Lancashire, bounded by Lamb-lane and Moston-road, by land and property belonging to the Dean and Canons of Manchester, and by land and property of the Company.

Lands near Philips's Park, Manchester.

Certain lands in the township of Newton, in the parish of Manchester, in Lancashire, lying immediately contiguous to that part of the Ashton Branch of the Lancashire and Yorkshire Railway where the same is joined by the Ardwick Branch of the Company, and between the said two branch railways.

Additional Subscription to Hull Docks.

To empower the Company to subscribe a further sum towards and to hold additional shares in the undertaking of the Dock Company at Kingston-upon-Hull, such additional subscription being made upon such terms and conditions as the Bill shall define.

Extension of Time for Construction of certain Branch Railways.

To extend the time limited by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1871," for the construction and completion of the railway authorised by "The Lancashire and Yorkshire Railway (North Lancashire Loop Line and Capital) Act, 1867."

To extend the time limited by "The Lancashire and Yorkshire Railway (Ripponden Branch Extension, &c.) Act, 1870," for the construction and completion of the Ripponden Branch Railway, which was authorised to be constructed by "The Lancashire and Yorkshire Railway (Ripponden and Stainland Branches, &c.) Act, 1865," and to extend the time for the completion of the Ripponden Branch Extension Railway, which was authorised to be constructed by the said Lancashire and Yorkshire Railway (Ripponden Branch Extension, &c.) Act, 1870.

To revive and extend the powers of the Company for the construction and completion of the railway authorised by and secondly described in the 13th Section of "The Lancashire and Yorkshire Railway (Ripponden and Stainland Branches, &c.) Act, 1865," being a railway commencing in the township of Greetland, otherwise Elland-cum-Greetland, in the parish of Halifax, by a junction with the Lancashire and Yorkshire Railway, and terminating in the township of Old Lindley, in the said parish of Halifax, near Brookroyd Mills, Stainland.

To extend the time limited by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1872," for the construction and completion of the Brighouse Branch, being the railway first described in and authorised by "The Lancashire and Yorkshire Railway (West Riding Branches, &c.) Act, 1866," subject nevertheless to the deviation of the said railway authorised by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873."

Manchester, Bolton, and Bury Canal.

To authorise the Company to prevent or regulate bathing in the Manchester, Bolton, and Bury Canal.

Preston and Wyre Railway.

(New Road near Wreay Green Station.)

To authorise the Company jointly with the London and North-Western Railway Company, and by means (if the Bill should so direct) of the Committee of Management appointed under the powers of the Act 12 and 13 Vic., cap. 74, or of any Act amending the same Act, to construct at or near the spot where the public road from Kirkham to Plumpton now crosses the Lytham Branch of the Preston and Wyre Railway, on the level near Wreay Green Station, in the parish of Kirkham, and county of Lancaster, a new road over that railway and over the railway authorised by the 9th section of "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873," with all necessary works and approaches in substitution for the existing level crossing of the said first-named railway by the said public road. The said new road will commence in the township of Ribby-with-Wreay, at a point in the existing road 120 yards or thereabouts south of the Wreay Brook, and will terminate at a point in the said public road to the southward of and opposite to the farm buildings belonging to John Talbot Clifton, Esquire, and occupied by Henry Fisher, in the township of Westby-with-Plumpton, and will be wholly situate in the said parish of Kirkham.

To extinguish all rights of way in and over that portion of the said existing public road which lies between the last-mentioned points, and for which

the said new road is intended to be substituted, and to stop up the said portion, and to vest the soil thereof in such manner as the Bill shall direct, and to transfer the maintenance and repair of the said new road to the parties now liable to maintain and repair the existing road.

For this purpose to extend and enlarge the powers of the London and North-Western Railway Company, and if necessary alter and amend any of the Acts of Parliament relating to that Company, and the Bill will enable that Company to apply to the purpose of constructing the said new road, and of acquiring lands for the purposes thereof, any capital or funds now belonging to that Company, or hereafter to belong to them, or under their control.

General Provisions.

To authorise the Company, and so far as relates to the undertaking of the Preston and Wyre Railway, the Company and the London and North-Western Railway Company jointly, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, footpaths, tramways, dams, drains, sewers, pipes, navigations, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways, roads, and works, to deviate from the lines of the railways, roads, and works, to any extent within the limits of deviation to be shown on the deposited plans or defined by the Bill, and to deviate from the levels shown upon the deposited sections, to any extent which may be defined by the Bill.

To authorise the Company, and so far as relates to the undertaking of the Preston and Wyre Railway, the Company and the London and North-Western Railway Company, to purchase, lands, houses, and other property, compulsorily or by agreement, for the purposes of the Bill, and to authorise the Company to levy tolls, rates, and charges, in respect of the intended railways and works, and to exercise other rights and privileges.

To enable the Company to purchase so much of any property as they may require for the purposes of the said Bill, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

To enable the Company to purchase by agreement, and hold for the purposes of their undertaking, any lands, houses, and other property, situate in the parishes of Bolton and Rochdale, in the county of Lancaster, and in the parishes of Bradford and Leeds, in the West Riding of the county of York; and also to purchase by agreement easements in and over any lands without acquiring the fee of the said lands, and to purchase and acquire by agreement, the absolute fee-simple and inheritance of and in any lands, buildings, and property, which may from time to time be held by them on any less tenure than the fee simple and inheritance thereof.

Additional Capital.

The Bill will authorise the Company to raise a further sum of money for the purposes of the Bill, and also for the general purposes of their undertaking, and for the purposes of the Preston and Wyre Railway, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, or by borrowing or by the creation of debenture stock, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company or hereafter to belong to them, or under the control of their directors.

Amendment of Acts.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself, and amend the provisions or certain of the provisions

of "The Companies' Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend, repeal, and enlarge for the foregoing and other purposes. the powers and provisions of the following or of any other Acts relating to the Lancashire and Yorkshire Railway Company, that is to say, Local and Personal Acts, 1 and 2 Wm. IV., cap. 60; 2 Wm. IV., cap. 69; 5 Wm. IV., cap. 30; 6 and 7 Wm. IV., cap. 111; 7 Wm. IV., cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vict., caps. 60 and 82; 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 58, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vict., cap. 117; 21 and 29 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic. caps. 34, 36, 37, 50, and 101; 25 and 26 Vic., cap. 97; 26 and 27 Vic., cap. 5; 27 and 28 Vic., caps. 32, 55, 80, 270, and 273; 28 and 29 Vic., caps. 21 and 332; 28 Vic., cap. 23; 29 Vic., caps. 43, 44, and 71; 30 Vic., cap. 95; 30 and 31 Vic. cap. 136; 31 and 32 Vic., caps. 64 and 114; 32 and 33 Vic., cap. 78; 33 and 34 Vic., caps. 79, 80, 84, and 141; 34 and 35 Vic., caps. 64, 70, and 170; 35 and 36 Vic., cap. 116; and 36 and 37 Vic., cap. 179; the following and any other Acts relating to or affecting the Preston and Wyre Railway, Harbour, and Dock, that is to say, Local and Personal Acts. 5 and 6 Wm. IV., cap. 58; 7 Wm. IV., caps. 28 and 29; 2 and 3 Vic., caps. 1 and 54; 7 and 8 Vic., cap. 55; 8 and 9 Vic., cap. 125; 9 and 10 Vic., cap. 306; 12 and 13 Vic., cap. 74; 26 Vic., cap. 5; 28 Vic., cap. 22; and 36 and 37 Vic., cap. 179; the Kingston-upon-Hull Dock Acts, 1774, 1802, 1805, 1844, 1845, 1847, and 1849; the Kingston-upon-Hull Dock Amendment Act, 1854; the Hull Docks Acts, 1861, 1864, 1866, 1867, and 1873.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed railways, roads, and works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, before the 30th day of November instant, be deposited for public inspection as follows, that is to say, as regards the railways, roads, works, lands, and property in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and as regards the works, lands, and property in the West Riding of the county of York, with the Clerk of the Peace of the said West Riding, at his office in Wakefield; and 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 intended railways, roads, and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the

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

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 11th day of November, 1873.

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

In Parliament, Session 1874.

Hadleigh and Lavenham Railway.

(New Railway; Completion of permanent way of part of Hadleigh Branch of Great Eastern Railway; Running powers over parts of Great Eastern Undertaking; Traffic facilities; Compulsory purchase of lands; 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 (hereinafter referred to as "the Company"), and to enable them to make and maintain the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith, in extension of the Hadleigh Branch of the Great Eastern Railway, that is to say:

A railway commencing by a junction with the said Hadleigh branch of the Great Eastern Railway at or near to its termination on the south side of the highway leading from Hadleigh to Ipswich, in the parish of Hadleigh and county of Suffolk, passing thence through or into the following parishes and places, or some of them (that is to say): Hadleigh, Whatfield, Nedging, Kersey, Semer, Chelsworth otherwise Chellessworth, Monks Eleigh, otherwise Monks Illeigh; Brent Eleigh, otherwise Brent Illeigh, and Lavenham, all in the county of Suffolk, and terminating in the said parish of Lavenham by a junction with the Great Eastern, Melford, Lavenham, and Bury St. Edmund's Extension Railway, about two hundred yards eastward of the Lavenham passenger station, and immediately eastward of the road from Lavenham to Bury Saint Edmund's, passing by the River Farm.

To compel the Great Eastern Railway Company to restore the permanent way, and to complete and maintain the northward curve, or portion of the said Hadleigh Branch of the Great Eastern Railway leading into The Eastern Union line of that railway, and situate wholly in the said parish of Beutley, or to transfer to, and vest in the Company the said curve or portion of the said Hadleigh Branch, upon such terms and conditions as may be defined in the Bill, and to empower the Company to complete and maintain the same:

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railway and works; to deviate vertically and horizontally, to any extent which may be necessary and expedient for the construction, within the limits of deviation to be shown on the plans of the said railway and works; to purchase lands, houses, and other property, compulsorily and 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 and all companies and persons lawfully using the railway of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively (that is to say): The portion of the Great Eastern Railway from the point of junction at Lavenham to Lavenham Station, the said Hadleigh Branch and northward curve and so much of the main line of the Great Eastern Railway from the junction of such curve to Ipswich, including the Griffin Branch and Wharf, the Ipswich Passenger Station, and so much of the main line beyond, to and including the shunting sidings, and junction with the dock branch, including that branch, the goods yards, sheds, sidings, and conveniences, and the dock and other tramways in connection therewith.

To require the Great Eastern Railway Company to receive, book through, forward, accommodate, and deliver on and from the same and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration or as may be defined by the Bill; and if need be to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

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, so far as may be necessary, amend and enlarge the powers and provisions of "The Great Eastern Railway Act, 1862," and any other Acts relating to the Great Eastern Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance map, with the lines of railway delineated thereon, so as to show their general course and direction and a copy of this Notice, will on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Suffolk, at his office at the Shirehall, Ipswich, 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 20th day of December next.

Dated this 13th day of November, 1873.

Josselyn and Sons, Ipswich, Solicitors for the Bill.

Dyson and Co., 24, Parliament Street, Westminster, Parliamentary Agents.

In Parliament, Session 1874.

Nottingham Improvement Bill.

(Repeal, Consolidation, and Amendment of Acts affecting the borough of Nottingham—Transfer to Town Council of powers of the Town Lighting Committee—Powers for improvement of Borough and prevention of Nuisances—Street Improvements—Regulation of certain Trades—Jurisdiction over Weights and Measures, and purchase of existing Weighing Machines—Power to charge Property for Improvements—Construction of new Markets and Slaughterhouses—Railway Sidings and Approaches to Markets—Powers to provide and regulate Public Parks, Town Hall, and Police Force—Power to extend the Queen's Walk, and to build Artisans' Dwelling-houses—Power to establish Bonding Warehouses—Alteration of existing and Levying of new rates—Powers to borrow Money, and sell and mortgage Corporation Lands, and for other purposes.)

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Nottingham (herein called "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, and to confer upon them the following, or some of the following, among other powers (that is to say):

To rescind all resolutions and provisional or other orders whereby "The Public Health Act, 1848," "The Local Government Act, 1858," or any Act wholly or partially incorporated with or amending the two last-named Acts, or either of them, have been put in force within the said borough of Nottingham (hereinafter called "the borough") and to repeal, so far as they relate to the borough, all Acts of Parliament confirming such orders.

To alter, amend, and enlarge, or repeal, wholly or partially, the Acts following, that is to say:—8 and 9 Vict. cap 7, intituled "An Act for inclosing lands in the parish of Saint Mary, in the town and county of the town of Nottingham;" and 16 and 17 Vict. cap. 11; 21 and 22 Vict. cap. 9; 26 and 27 Vict. cap. 41; 27 and 28 Vict. cap. 109; 36 and 37 Vict. cap. 205, and all other Acts (if any) relating to or affecting the Nottingham Gas Light and Coke Company; 8 and 9 Vict. cap. 19; 17 and 18 Vict. cap. 10, and all other Acts (if any) relating to or affecting the Nottingham Waterworks Company; and 1 and 2 Geo. 4, cap. 70; 6 and 7 Vict. cap. 2; 7 and 8 Vict. caps. 7 and 57; 13 and 14 Vict. cap. 1; 23 and 24 Vict. cap. 118; 26 and 27 Vict. cap. 32; 28 and 29 Vict. cap. 108; 30 and 31 Vict. cap. 10; 36 and 37 Vict. cap. 82; relating to the Corporation, and all other Acts (if any) relating to or affecting the Corporation, and to re-enact or incorporate with the said Bill, in extenso, or by reference, and with or without amendment, all or some of the powers and provisions of the before-mentioned Acts, and the following, or some of the following, Acts, viz:—"The Commissioners Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Town Police Clauses Act, 1847;" "The Waterworks Clauses Acts, 1847 and 1863;" "The Gas Works

Clauses Act, 1847;" "The Gas Works Clauses Act, 1871;" "The Markets and Fairs Clauses Act, 1847;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Public Health Act, 1848;" "The Local Government Act, 1858;" "The Sewage Utilization Acts, 1865 and 1867;" "The Sanitary Act, 1868;" "The Sanitary Loans Act, 1869;" and any other Act supplemental to or amending any of those Acts, and "The Public Health Act, 1872," or any of the Acts therein referred to as "The Sanitary Acts."

To amend or repeal all or any part or parts of the Act 6 Vict., cap. 2, intituled "An Act for lighting the streets and public roads within the town and county of the town of Nottingham;" and to transfer to the Corporation or Town Council, and enable them to exercise all powers for lighting now vested in the Town Lighting Committee under that or any other Act, and to abolish the said Town Lighting Committee, and to transfer their property to the Corporation.

To enable the Corporation to pave, light, watch, cleanse, regulate, and otherwise improve the borough; to remove ruinous and dangerous buildings; to remove or compel the removal of obstructions, projections, and encroachments in and otherwise to regulate the streets, roads, lanes, passages, places, and thoroughfares within the borough.

To vest in, and place under the control or management of the Corporation, all present and future streets, roads, bridges, lanes, footpaths, courts, yards, and passages within the borough, with powers to repair, alter, widen, and improve the same, and to enforce or provide for the flagging and paving thereof, and to make and maintain all needful sewers and drains, and to compel the better and more effectual drainage of houses, buildings, and other property in the borough.

To restrain or vary the collection of tolls upon any turnpike-road within the borough.

To make provision as to the laying out and completion of new streets, and the levels, width, and direction thereof, the paving, sewerage, and drainage thereof, and of roads and buildings, the erection and alteration of houses and buildings, and the drainage thereof, the prevention of nuisances and the exhibition of dangerous or offensive articles upon, near, or within view of any public street, and the imposing and enforcing of fines and penalties.

To make provision as to the prevention of fire, the consumption of smoke, the position of steam and smoke pipes, the discharge of steam from factories and other works, the issuing of smoke or steam from buildings and locomotive engines, the ventilation of public buildings, the means of ingress and egress thereto and therefrom, and the provision of urinals for such buildings and for public-houses; the preventing or regulating the letting of cellars or underground rooms as residences, and for regulating the building of houses in the borough, and to enforce the construction of drains, sewers, water-closets, cesspools, ashpits, and other sanitary conveniences for such houses.

To regulate the height and construction of furnaces and chimneys, to prevent the disfigurement of the front of buildings by signboards and advertisements, the defacing of walls and fences by placards or writing, and to prevent the carrying on of any offensive trade or business in or near to any street or dwelling-house within the borough.

To regulate and licence brokers, hawkers of marketable goods, scavengers, lodging-houses, marine-store dealers, places of public entertainment, porters, hackney carriages, omnibuses,

carts, and animals drawing them or plying for hire, and their drivers and attendants.

To authorise the Corporation to close any public place of amusement or entertainment improperly conducted, and to impose penalties upon and otherwise punish the keepers thereof, and the keepers of brothels and other places of ill fame.

To authorise the Corporation to appoint an inspector or inspectors of weights and measures, and to vest in the Corporation the sole and exclusive jurisdiction over weights and measures, and weighbridges or weighing machines within the borough, and to extend the powers of the public Acts and of the said Bill as to weights and measures to beams, scales, and other machines and apparatus for weighing and measuring.

To enable the Corporation to purchase, by agreement or arbitration, or upon such terms as may be prescribed by the Bill, any existing weighbridges and weighing machines within the borough.

To authorise the Corporation to provide and fit up rooms or premises for the reception of the dead, and to make bye-laws as to the management of and charges for the use of such rooms and premises, and as to the interment of the dead, and to enforce the removal to such rooms or premises of any corpse which shall be lying where there is no proper accommodation for the keeping of such corpse.

To enable owners of property with limited interests to charge the property with the sums leviable upon them by the Corporation for the expense of paving, flagging, levelling, draining, sewerage, and improving such property, or the streets or roads adjoining thereto, or any of them, and to make property and the owners thereof chargeable with the expenses aforesaid, or some of such expenses.

In like manner to charge property and the owners thereof with the cost of alterations in streets, and of forming and paving footpaths on the side or sides of such streets, and also with the repair and maintenance of occupation roads and bridges and of footpaths.

To enable the Corporation to purchase and hold lands for the deposit of manure and refuse.

To authorise the Corporation to abolish the existing and authorised markets and fairs, and to establish and hold other markets and fairs within the borough, and to appoint times for the holding thereof, and to erect stalls, sheds, and other buildings and conveniences in connection therewith, and to make bye-laws for the holding thereof, and to take tolls, rates, and rents in respect of such markets, fairs, stalls, sheds, buildings, and conveniences, and to alter the tolls now taken or authorised to be taken in respect of any market or fair within the borough, and to vary and extinguish the franchises, rights, and privileges relating to the existing and authorised markets and fairs.

To provide, construct, maintain, and regulate a covered market or covered markets, and also a cattle market and fair ground, with all usual and necessary buildings, offices, approaches, sidings, works, and conveniences for such covered markets and cattle market and fair ground respectively.

To erect and provide public slaughter-houses and knackers' yards, and to make regulations with respect thereto, to prohibit, restrict, licence, and regulate the use of existing slaughter-houses and knackers' yards, to prevent the slaughter of animals elsewhere than in public or licensed slaughter-houses or knackers' yards, and to enable the Corporation to take tolls and charges in respect of such public slaughter-houses and knackers' yards.

To prohibit the holding of any market or fair,

and the exposing or offering for sale within the borough of animals or goods elsewhere than in shops or dwelling-houses, and in any market-place or fair authorised by the Corporation.

To levy and take tolls, stallages, rents and charges in respect of, and to demise or let for any term or terms, the fairs and markets, market-places, and buildings, stands, stalls, and shops, weighing machines, slaughter-houses, and knackers' yards, and their conveniences and appurtenances, now or at any time belonging to the Corporation.

To enable the Corporation to control the erection and use of balconies and platforms.

To acquire by agreement any lands, houses, buildings, or easements, for the purpose of opening up closed or ill-ventilated courts, alleys, or other places within the borough, or supplying such places with privy accommodation, and to recover the cost thereof from the owners of property benefited thereby.

To enable the Council to maintain a fire brigade and fire engines, and to permit the same to be used beyond the limits of the borough, and to charge the owners or occupiers of the property benefited by their use with the costs incurred.

To require the fencing of land unbuilt on.

To enable the Council in certain cases to levy a charge for removing night-soil or house-refuse.

To enable the Council to establish telegraphs and maintain and regulate public clocks, and to provide meteorological apparatus.

To enable the Corporation, on any land now belonging to or occupied by them, or hereafter to be acquired by them, to erect and maintain a town hall, municipal offices, court house, gaols, station houses, and other offices and buildings for public purposes.

To maintain and pay a police force and fire brigade.

To provide and maintain and to regulate the use of public parks or places of public recreation, and to lay out, drain, plant, and ornament the same, and to erect therein such buildings as may be expedient for the better enjoyment thereof by the public.

To enable the Corporation to accept grants of land for public parks and recreation grounds, and to levy general or special rates in respect thereof, and to confirm agreements for the granting of lands to the Corporation.

To alter and extend for municipal purposes the limits of the borough, so as to include therein the site of Nottingham Castle and its appurtenances; and to enable the Duke of Newcastle's trustees, and any other persons interested in the said Castle and its appurtenances, to grant, and the Corporation to accept, a lease thereof, for any term, and to enable the Corporation to provide on the site of the said Castle and its appurtenances, or elsewhere, and to maintain and regulate, public libraries, museums, and art exhibitions.

To enable the Corporation to acquire by agreement land on the banks of the Trent within the borough, or within the limits of the county of Nottingham, to erect thereon buildings suitable for public baths, and from time to time to alter, enlarge, repair, and improve the same, and to furnish and supply the same with all necessary furniture, fittings, and conveniences, and to receive rents or charges in respect of such baths.

To empower the Corporation to make and maintain a continuation of the public footpath or walk, called the Queen's-walk, in the parish of St. Mary, in the borough, from the termination of the said Queen's-walk to Wilford-bridge, in the parish of Wilford, in the county of Nottingham, and to enable the Corporation to purchase by agreement

any lands in the parish of Wilford, in the county of Nottingham, which may be required for the purpose of so continuing the said Queen's-walk.

To authorise the Corporation to build, maintain, and regulate dwelling-houses and lodging-houses for the use of artisans and labourers and their families, and to let and manage the same, and for those purposes to purchase by agreement such lands as may be requisite in the borough.

To authorise the Corporation to assign and pay to the coroner for the borough, a fixed salary in lieu of fees.

To provide by the intended Act for the appointment of a public auditor to audit the municipal accounts of the borough, and for the payment of his fees or remuneration.

To abolish the powers of Justices of the Peace, for the county of Nottingham to act within the town and county of the town of Nottingham, and for that purpose to repeal or amend the Act 43 Geo 3rd, intituled "An Act for the more effectually preserving the Peace and securing the freedom of Election in the town of Nottingham, and county of the said town."

To enable the Corporation by agreement with any rector, vicar, commissioners, churchwardens, or overseers or others, to enclose, plant, lay out, maintain, regulate, and keep in order, any disused burial grounds within the borough, and to make bye-laws for the prevention of nuisances therein, and for the use thereof, and to enforce penalties.

To enable the sheriff of the town and county of the town of Nottingham to appoint a deputy during his illness or absence, and to enable such sheriff or his deputy, and any jurors of the said town, to act under the provisions of the Lands Clauses Consolidation Act, 1845, notwithstanding that such persons or any of them shall be interested in the matter in dispute, and to amend the last-mentioned Act.

To enable the Corporation to regulate the powers and duties of committees of the council, and to enable the Corporation to grant retiring pensions to officers and servants.

To enable the Corporation to prevent the commission of offences within the borough by penalties, and to make bye-laws, and enforce the same by penalties, for all or any of the purposes of the proposed Act, or for any other purpose connected with the good government of the town, the regulation of traffic therein, annoyances to passengers in any streets or the inhabitants thereof, and for the suppression of nuisances within the borough.

To alter any existing tolls, rates, and charges now authorised to be levied within the borough or any part thereof, and to authorise the Corporation from time to time to make and levy new tolls, rates, and charges, general and special, for all or any of the purposes of the Bill, and to confer, vary, and extinguish exemptions from the payment of any existing or future tolls, rates and charges.

To provide for a uniform method of making, levying, and collecting the various rates, or some of the rates leviable for the time being in the borough, and to authorise the appointment of officers for the collection of such rates, and to confer all needful powers for the recovery of such rates.

To enable the Corporation to divide the borough into districts for the purpose of rating, or for the purpose of making and levying any particular rates, and to confer upon them all necessary powers for the recovery and application of such rates, and to vary the method of giving notices of the making of rates, with power also to consolidate and to levy as one or more rate or rates the whole of the rates which can be made

by the Corporation under the Municipal Corporation Acts or any other Act enabling them to make rates; and to alter the mode of levying and collecting such rates.

To amend and enlarge the present borrowing powers of the Corporation, and to enable them to apply their corporate property and funds, and the borough fund of the borough, and any moneys which they are already authorised to raise, or any rates which they are now authorised to levy, to any of the purposes of the Bill, and to enable them for all or any of those purposes to borrow further moneys, and to charge therewith the borough fund, and any moneys from time to time carried to the credit of that fund, and any of the lands, tenements, and hereditaments, rates, and revenue of the Corporation or any such securities.

To enable the Corporation to borrow money by way of terminable or other annuities, and by debentures.

To authorise the Corporation to purchase and take by agreement, and to take leases or grants of, or easements in, under, or over all lands, houses, buildings, and hereditaments required for any of the purposes of the Bill, and to appropriate any land now held by or vested in the Corporation for any of those purposes, and to vary and extinguish any rights and privileges connected with any such lands and hereditaments, and to free the same from all covenants and restrictions, obligations, and conditions to which they are now subject; and to confer other rights and privileges.

To enable the Corporation to erect and provide, or to take on lease, buildings for inland bonding warehouses, and to borrow money in respect thereof, and to let and regulate the use of such warehouses.

To authorise the Corporation within the borough to stop up or divert (either wholly or partially) any highway which has become unnecessary, and to appropriate, use, and arch over any street, court, road, footpath, or passage, and to remove and alter sewers, drains, pipes, and telegraph wires, where necessary or expedient in carrying into execution the various powers of the Bill, and particularly to extinguish all rights of way or other public rights in or over or in connection with the sites of the proposed markets and fairs.

To authorise the Corporation to demise, sell, or otherwise dispose of, or mortgage, any lands belonging to them or which they may acquire under the powers of the Bill.

To exempt the Corporation from the provisions of the 92nd section of "The Lands Clauses Consolidation Act, 1845," in respect of all or some of the properties to be acquired by the Corporation under the powers of the Bill.

To enable the Corporation to apply the income arising from any of the funds or property belonging to them, or under their control, in payment of the expenses incurred by the Town Council, or any officers of the Corporation, in promoting the Bill for the intended Act, and to repeal or amend so much as may be necessary for that purpose of the provisions of the Act 35 and 36 Vic., c. 91, intituled "An Act to authorise the application of Funds of Municipal Corporations and other Governing Bodies in certain cases."

To empower the Corporation to make, and from time to time to revise, vary, and extend by-laws and regulations with reference to all or any of the powers and objects of the intended Act.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of

Commons, on or before the 20th day of December next.

Dated this 12th day of November, 1873.

Sam. Geo. Johnson, Town Clerk, Nottingham.

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

In Parliament.—Session 1874.

Exe Valley Railway.

(Incorporation of Company; Powers to Construct Railways; Compulsory Purchase of Lands; Powers to run over and work Railways of the Exeter and Crediton, South Devon, Bristol and Exeter, and London and South Western Railway Companies; Compulsory facilities against, Subscriptions by, Running Powers to, Working and other Arrangements with, and other Provisions affecting those Companies; Tolls; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the 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 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 (that is to say):

Railway No. 1, commencing in the parish of Tiverton, in the county of Devon, at the south side of the road or street leading from Tiverton to the place known as Seven Crosses, at a point 10 chains or thereabouts measured along that road to the eastward of a turnpike-gate called Cottey House-gate on that road or street, and terminating in the parish of Thorverton, in the county of Devon, at the south side of the public highway leading from Thorverton to Thorverton-bridge over the River Exe, at a point 6 chains or thereabouts measured along that road to the westward of the centre of the said bridge.

Railway No. 2, commencing at the termination of Railway No. 1 as above described, and terminating in the parish of Newton Saint-Cyres, in the county of Devon by a junction with the Exeter and Crediton Railway, at a point on that railway 29 chains or thereabouts, measured along that railway to the northward of the bridge over that railway carrying the public highway leading from the Exeter and Crediton turnpike-road, at Newbridge by Langford to Stockleigh Pomeroy.

Railway No. 3, commencing at the termination of Railway No. 1 as above described, and terminating in the parish of Stoke Canon, in the county of Devon, by a junction with the Bristol and Exeter Railway at a point thereon distant about 8 chains in a northerly direction from the mile-post denoting 189½ miles from London.

Which said intended railways will be made or pass from, in, through, or into the parishes, townships, extra-parochial or other places following, or some or one of them, that is to say: Halberton Bickleigh, Rewe, Butterleigh, Silvertown, Bradninch, Netherexe, Upexe, Cadeleigh, Cadbury, Stockleigh-Pomeroy, Thorverton, Bramford-Speke, Stoke-Canon, Upton-Pyne, Upton-Hellions,

Cheriton Fitzpaine, Newton-Saint-Cyres, Huxnam, Shobrook, Stockleigh-English, Tiverton and St. Paul's, West-Exe, Tiverton, all in the county of Devon.

2. To authorize the Company to deviate laterally from the line 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 authorize the Company to cross, divert, alter, or stop up, whether temporarily or permanently, turnpike and other roads, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways, for the purposes of the said railways and works, or any of them, or of the Bill.

4. To empower the Company to purchase and take by compulsion and also by agreement, and to hold lands, houses, tenements and hereditaments for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements and hereditaments so purchased or taken.

5. To empower the Company to levy tolls, rates and duties upon or in respect of the intended railways and works, and to confer exemptions from payment of such tolls, rates and duties.

6. To empower the Company and all companies and persons working or using the intended railways, or any of them, or any part thereof, on such terms and conditions, and on payment of such tolls, rates and duties as may be agreed on between the Company and all companies and persons lawfully working or using the intended railway, or any part thereof, and all or either of the Companies respectively mentioned in this paragraph, or as may be determined by arbitration or provided in the Bill, to run over, work and use, either by agreement or otherwise, with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, so much of the lines of railway, stations, roads, signals, points, junctions, platforms, water, water engines, sidings, machinery, works and conveniences of the Exeter and Crediton Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, and the London and South Western Railway Company (hereinafter called "the four Companies") respectively, as lies between the points of termination as above described of the proposed Railways Nos. 2 and 3, and the Saint David's station at Exeter of the Bristol and Exeter Railway Company, and the Queen's-street station at Exeter of the London and South Western Railway Company, together with those stations respectively, and also to levy tolls, rates and duties in respect of passengers and traffic conveyed over or accommodated at such portions of railways and stations, and to alter the tolls, rates, and charges now authorized to be taken thereon respectively, and to confer exemptions from such tolls, rates, and charges.

7. To require and compel the four Companies, and each and every or some or one of them, upon such terms and conditions as shall be agreed upon or as shall be provided by the Bill, to afford 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 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 belonging to them respectively or 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 railways or any part thereof, and to authorize the Company to appoint and keep booking clerks, goods clerks, and collecting and delivering agents and other officers and servants at all or any of the stations on the before-mentioned portions of railways so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic.

8. To empower the Company on the one hand, and the four Companies or any 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 for or with reference to the construction, management, maintenance, working, and using by any or either of the contracting Companies of the respective railway stations and works of the other or others of them, or any part thereof, and with reference to the regulation, management, transmission, interchange, collection, 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, division, appropriation, and distribution of the tolls, rates, and other income and profits arising from the railways, stations, and works of the contracting Companies, 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 contracts, agreements, and arrangements as aforesaid, and to confirm any contracts, agreements, and arrangements which have been or may be made touching any of the matters aforesaid.

9. To empower the four Companies, or any 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 interest, dividend, annual or other payments on any stock, shares, and debentures of the Company; and for those purposes to empower the four Companies, and each and every of them, to raise further monies by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest or dividend or other privileges attached thereto, and by borrowing on mortgage or otherwise, and to provide for the appointment by the subscribing Company or Companies of a director or directors of the Company.

10. To vary or extinguish all rights and privileges inconsistent, or which would in any way interfere, with the objects of the Bill, and to confer other rights and privileges.

11. To repeal or amend the provisions or some of the provisions of the Local and Personal Acts hereinafter mentioned, or some of them, that is to say: 8 and 9 Vict., cap. 88, and all other Acts relating to the Exeter and Crediton Railway Company; 7 and 8 Vict., cap. 68, and all other Acts relating to the South Devon Railway Company; 6 Wm. 4th, cap. 36, and all other Acts relating to the Bristol and Exeter Railway Company; 4 and 5 Wm. 4th, cap. 88, and all other Acts relating to the London and South Western Railway Company.

12. 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 a copy of this Notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection 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 29th 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 thereof, 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 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.

13. Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 1st day of November, 1873.

Dunsford and Hole, Tiverton;
Ashurst, Morris, and Co., 22,
Abingdon Street, Westminster;
J. Dorington and Co., 29, Great George
Street, Westminster, Parliamentary
Agents.

Solicitors
for the
Bill.

In Parliament.—Session 1874.

Skipton Local Board of Health.

(Powers to purchase Undertaking of Skipton Water Company; Dissolution of that Company; Powers to Supply Water; Agreements with Public and Local Bodies; Powers to purchase Additional Lands, and to Dispose of Superfluous Lands; Provision for Payment of Expenses of Act and Transfer of Waterworks; Further Powers as to Rates; Application of Funds; New and Additional Borrowing Power; Provisions for the Increase in the Number, and the Alteration of the Qualification of Members of the Local Board; 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 Local Board of Health for the district of Skipton, in the West Riding of the county of York (hereinafter called the "Local Board," for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To authorise the Local Board to purchase and acquire, and the Skipton Water Company (hereinafter referred to as "The Company"), to sell and transfer to the Local Board, or otherwise to provide for the vesting in the Local Board of the whole of the undertaking, and all the waterworks, reservoirs, aqueducts, conduits, streams, springs, waters, lands, easements, buildings, sluices, mains, pipes, culverts, plant, machinery, apparatus, goods, chattels, moneys, effects, deeds, writings, agreements, rights, powers, privileges, authorities, claims and demands, and all other the estate and property (real and personal) of what nature or kind soever now vested in or belonging to 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 prescribed by the Bill, and upon such transfer and vesting to authorise and require the Local Board to hold, work, and use the said undertaking; and to have, exercise, and enjoy, perform, and fulfil all the rights, powers, privileges, authorities, and obligations of the Company (including the right and obligation to carry out and complete any contract entered into by the Company for the construction or extension of works, and not completed at the time of the transfer and vesting), whether with reference to the construction, renewal, and extension of works, the supply of water, the purchase and sale of lands

and other property, the levying of rates and charges, or otherwise howsoever.

2. To authorise the Local Board and the Company to enter into and carry into effect agreements for or with reference to such sale, purchase, transfer, and vesting, and to sanction and confirm any agreement already made, or which, prior to the passing of the Bill, may be made for or with reference thereto.

3. To provide for the distribution of the assets, the winding up of the affairs, and the dissolution of the Company.

4. To authorise the Local Board to maintain, alter, renew, enlarge, extend, and improve the existing works, and to complete the incomplete or unfinished works of the Company, and from time to time to construct and maintain additional works, and to alter, renew, enlarge, extend, and improve such incomplete or unfinished and additional works for the purpose of their waterworks undertaking.

5. To confer upon the Local Board all necessary powers for supplying water for domestic, trade, manufacturing, public, sanitary, and other purposes, and in bulk or otherwise within their district; and also within the whole or any part of the authorised limits of supply of the Company (which limits comprise and include the township of Skipton, in the parish of Skipton, in the West Riding of the county of York, and are hereinafter referred to as the "Water Limits"), and to authorise the Local Board as to all or any part of the water limits to have, exercise, and enjoy all the powers, rights, authorities, and privileges of the Company in like manner, and to the same extent as the Company might have done, and to have, exercise, and enjoy throughout the whole or any part of the water limits, all or any of the powers, rights, authorities, and privileges hereinafter mentioned.

6. To authorise the Local Board to manufacture, purchase, sell, let, or hire, or otherwise deal in meters, fittings, instruments, pipes, and other apparatus, articles, and things for measuring, conveying, or otherwise used in the supply of water, and to have, hold, use, enjoy, and exercise all powers, rights, privileges, and authorities necessary, expedient, proper, or convenient for the purposes aforesaid, whether usually conferred upon local authorities or companies with respect to the purposes aforesaid or otherwise.

7. To enable the Local Board to lay down, maintain, alter, renew, and remove mains, conduits, pipes, fire-plugs, works, and other apparatus and things along, through, in, across, and under streets, roads, railways, tramways, ways, and other places, and to break up the soil of, 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, expedient, or convenient to break up, stop up, alter, or divert, for any of the purposes of the Bill.

8. To enable the Local Board to make, levy, and receive rates, rents, and charges, differential and otherwise, for or in respect of the supply of water, and for the sale and letting for hire of meters, fittings, instruments, pipes, and other apparatus; to alter existing rates, rents, and charges, and to confer exemptions from the payment of rates, rents, and charges.

9. To authorise the Local Board, and any other local board, local, public, or sanitary authority or company, within or beyond the water limits, to enter into and carry into effect contracts or agreements, for or with reference to a supply of water by the Local Board, in bulk or otherwise, to such other local board, local, public,

or sanitary authority or company, and any matters incidental thereto, and to confer upon such other local boards, local, public, or sanitary authorities or company, all necessary powers to borrow and apply money, and to levy rates for the purpose of any such contract or agreement.

10. 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, houses, springs, streams, and waters, for all or any of the purposes of the Bill, and to sell, let, or otherwise dispose of any lands or other property purchased or acquired by them under the powers of the Bill, and which may not eventually be required for the purposes thereof.

11. To make provision for the payment by the Local Board of the expenses of, and incident to, the applying for, obtaining, and passing of the Bill, and the transfer of the said undertaking to the Local Board, or otherwise incidental to the purchase thereof, out of any moneys in the hands of the Local Board, or under their control, or to be raised or to arise under the powers of the Bill.

12. 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 their 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.

13. To authorise the Local Board to apply to the purposes of the Bill, or 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 exercise of the powers which either now are, or from time to time shall be 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 their waterworks undertaking, and 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 provision 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.

14. To alter and increase, or to provide for the alteration and increase in the number of members of the Local Board, and to fix and determine what proportion of such increased number shall be resident within, and what proportion may be resident outside, the district of the Local Board. And to make provisions with respect to the time and mode of the election, re-election, and retirement, from office, of any additional members. And to alter, vary, and prescribe the qualification of the members of the Local Board. And for such purposes and other the purposes of the Bill to alter, amend, and, if need be, to repeal all or some of the provisions of The Public Health Supplemental Act, 1858, and the provisional order of the general Board of Health contained in the Schedule thereunto annexed.

15. To confer upon the Local Board all such powers, rights, authorities, and privileges, which

are, or may become necessary or expedient for carrying the powers of the Bill into execution. To vary and extinguish all powers, rights, authorities, 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 powers, rights, authorities, and privileges.

16. 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," and "The Waterworks Clauses Acts, 1847 and 1863."

17. And it is also proposed, so far as it may be necessary or 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 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 Public Health Act, 1872;" "The Skipton Waterworks Act, 1870," and all other Acts (if any) which may be affected by the objects of the Bill.

18. 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 20th day of December next.

Dated this twelfth day of November, 1873.

John Heelis, Skipton, Solicitor.
Toogood and Ball, 16, Parliament Street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

East of London and Alexandra Park Railway. (Incorporation of Company; Construction of Railway from Tottenham to Alexandra Palace; Compulsory Purchase of Lands; Tolls; Working, &c., Agreements with, and Powers of Subscription and Construction to, Great Eastern Railway Company; Amendment of Acts, and other purposes.)

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

A Railway No. 1, wholly in the parish of Tottenham, in the county of Middlesex, commencing by a junction with the Great Eastern Railway (Enfield Branch) at a point in the centre of that railway at the north side of the bridge carrying that railway over Lordship-lane, and terminating at a point in the grounds of the Alexandra Park 30 feet measured in a southerly direction from the north-west pier of the north-west wing of the bridge carrying the Great Northern and Alexandra Palace Railway over the road on the west side of Alexandra Palace.

A Railway No. 2, wholly in the parish of Tottenham, commencing by a junction with the last-mentioned railway at the termination thereof, and terminating in the grounds of the said Palace on the west side of the road leading in a northerly direction from the refreshment pavilion to the said Palace opposite to the north-west angle of that pavilion.

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

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

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

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

To enable the Company and the Great Eastern Railway Company to enter into agreements for the management, use, working, and maintenance of the intended railways and works, or any part thereof, the supply of any rolling and working stock, and of officers and servants for the conduct of the traffic on the intended railways; the payments to be made and the conditions to be performed with respect to the matters aforesaid; the interchange, accommodation, conveyance, and delivery of traffic from or destined for the railways of the Company and the railways of the Great Eastern Railway Company, or any railway leased or worked by them, or either of them, and the fixing and division between the Company and the Great Eastern Railway Company of the receipts arising from such traffic; and for otherwise carrying into effect the objects and purposes of the said intended Act:

And it is also proposed by the said intended Act to authorize and empower the Great 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 respective undertakings, and to increase their capital by the creation of new or additional shares, with or without any preference or priority, in payment of dividends, or by such other ways and means as may be prescribed by the proposed Act, and the said Bill will enable the Great Eastern Railway Company to execute the railways 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, including the power of raising capital for the purposes of the railways and works to be authorized by the said Bill by the issue of ordinary or preferential shares or stock, and by borrowing on mortgage or otherwise, and to alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of

the following Acts, local and personal (that is to say): 25 and 26 Vict., cap. 228, and all other Acts relating to the Great Eastern Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses; and an ordinance map, with the line of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 29th day of November instant, as follows, that is to say: with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell green, in that county; and that a copy of the said plans and sections and book of reference, and a copy of this Notice, as published in the London Gazette, will on or before the said 29th day of November, be deposited with the parish clerk of the parish of Tottenham at his residence.

And notice is hereby further given, that printed copies of the proposed Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1873.

Harrisons, Walbrook, Solicitors for the Bill.

Wyatt, Hoskins, and Hooker, 23, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1874.

The Cliftonville Junction Railway.

(Incorporation of Company; Construction of Railways from the South Eastern and London Chatham and Dover Railways to Cliftonville; Compulsory purchase of Lands, Tolls, Working, &c. Agreements with, and Powers, of Subscription and Construction to, South Eastern and London Chatham and Dover Railway Companies; Amendment of Acts, and other purposes.)

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

A Railway No. 1, commencing by a junction with the Margate branch of the South Eastern Railway at a point in the centre of that branch railway 830 feet, or thereabouts, measured in a south-easterly direction along that branch railway from the mile post thereon indicating 99 miles from London, and being also 830 feet, or thereabouts, measured in a north-westerly direction along that branch railway from the bridge carrying the same over the road leading to the Star Inn, and terminating at Cliftonville, at a point in the southern fence of the road known as Northdown-road, opposite the centre of Godwin-road.

A Railway No. 2, commencing by a junction with the London, Chatham, and Dover Railway at a point in the centre thereof immediately under the bridge carrying the footpath from Updown House to Margate over that railway, and being 420 feet, or thereabouts, measured in a north-westerly direction along that railway from

the mile post thereon indicating 23 miles from Preston junction, and terminating at the point described as the termination of Railway No. 1, and which proposed railways will pass from, in, through, and into the parishes, townships, and extra-parochial places following, or some of them, that is to say: Saint John the Baptist, Margate, and Saint Peters, all in the county of Kent.

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

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

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

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

To enable the Company, and the South Eastern Railway Company, and the London, Chatham and Dover Railway Company, or one of them, to enter into agreements for the management, use, working, and maintenance of the intended railways and works, or any part thereof, the supply of any rolling and working stock, and of officers and servants for the conduct of the traffic on the intended railways; the payments to be made and the conditions to be performed with respect to the matters aforesaid; the interchange, accommodation, conveyance, and delivery of traffic from or destined for the railways of the Company and the railways of the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or any railway leased or worked by them, or either of them, and the fixing and division between the Company and the Cliftonville Railway Company, of the receipts arising from such traffic; and for otherwise carrying into effect the objects and purposes of the said intended Act.

And it is also proposed by the said intended Act to authorize and empower the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or one of them, out of their corporate or other funds, or out of other money to be raised under the powers of the said intended Act, to take shares in, and to subscribe for and towards the making, maintaining, working, and using of the said intended railways and works, or any part thereof, and also to raise

money by sale or mortgage of any part of their respective undertakings, and to increase their capital by the creation of new or additional shares, with or without any preference or priority, in payment of dividends, or by such other ways and means as may be prescribed by the proposed Act; and the Bill will enable the South Eastern Railway Company, and the London, Chatham and Dover Railway Company, or one of them, to execute the railways and works hereinbefore described, and will confer on those Companies, or one of them, all the powers described in this Notice, or such of those powers as may be needful, including the power of raising capital for the purposes of the railways and works to be authorised by the said Bill by the issue of ordinary or preferential shares or stock, and by borrowing on mortgage, or otherwise.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts, local and personal (that is to say), 16 & 17 Vic., cap. 132; 30 & 31 Vic., cap. 209; 32 & 33 Vic., cap. 116; 34 & 35 Vic., cap. 131; 36 & 37 Vic., cap. 14, and all other Acts relating to the London, Chatham and Dover Railway Company; 6 & 7 Will. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and an Ordnance map, with the line of the intended railways delineated thereon, and a copy of this Notice as published in the London Gazette will be deposited on or before the 29th day of November instant, as follows, that is to say, with the Clerk of the Peace for the County of Kent at his office at Maidstone in that county, and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated; and also a copy of this notice as published in the London Gazette, will on or before the said 29th day of November, be deposited with the parish clerk of each such parish at his place of abode; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

And notice is hereby further given, that printed copies of the proposed Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

Harrisons, Walbrook, Solicitors for the Bill.
Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

London and Blackwall Railway.

(Enlargement of Certain Stations and other Works; Increase of Capital; Powers to Great Eastern Railway Company and East and West India Dock and Millwall Dock Companies; Amendment of Acts.)

NOTICE is hereby given, that the London and Blackwall Railway Company (who are herein referred to as "the Company") intend to apply to Parliament in the next Session for leave to bring in a Bill for the following or some of the following, among other purposes.

To extend and improve the following stations and works of the Company:—

The Fenchurch-street Station on both sides or either side thereof, and the platforms and other works connected therewith, in the parishes of Saint Olave, Hart-street, Saint Katherine Coleman, All Hallows Staining, Mark-lane, and St. Botolph Without Aldgate, or some or one of them in the city of London.

The Leman-street Station, in the parish of Saint Mary, Whitechapel, in the county of Middlesex.

The Shadwell station, in the parish of Saint George-in-the-East, in the county of Middlesex, and the platforms and other works connected therewith, and so to extend the up platform at its western end over and adjoining Station-place.

The platforms of the Stepney Station of the main line to Blackwall on both sides, or either side thereof, and at the eastern and western ends thereof in the parish of Saint Dunstan Stebonheath, otherwise Stepney, in the county of Middlesex.

The Limehouse Station on both sides thereof, in the parish of Saint Anne, otherwise Saint Anne, Limehouse, in the county of Middlesex, the extension of such platforms to be from the eastern ends thereof to or near to Gill-street and Spread Eagle-street.

The West India Dock Station, in the parish of All Saints, Poplar, in the county of Middlesex, at the eastern end of the northern platform.

The Millwall Junction Station, in the parish of All Saints, Poplar, on both sides thereof, the extension to commence at the eastern extremity of the platforms, and to extend eastward for a distance of 40 yards or thereabouts.

The formation of a new or improved station at Bow, in the parish of Bromley St. Leonards, in the county of Middlesex, such new or improved station to be situate between the Bow-road and a point on the south thereof along the line of railway distant about one hundred yards from such road.

To construct all necessary works and conveniences in connection with the before-mentioned works, and to enable the Company to cross, divert, alter, use, or stop up, whether temporarily or permanently, roads, drains, sewers, and pipes, so far as may be necessary in constructing and maintaining the said works, and to appropriate and use for the purposes of the said works any or any part of the roads or streets so diverted, altered, or stopped up, to deviate from the line of works to any extent within the limits of deviation shown upon the deposited plans, to purchase compulsorily or by agreement lands, houses, and other property, and to purchase and acquire compulsorily or by agreement, easements, rights, or limited interests in or over lands, houses, and other property for the purposes of the said Bill.

To authorise the Company to apply to the purposes of the Bill their existing funds and any moneys which they have still power to raise under the provisions of "The London, Blackwall, and Millwall Extension Railway Act, 1865," or any other Act hereinafter mentioned, and for the same purposes and the general purposes of their undertaking to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define.

To authorise the Company on the one hand,

and the Great Eastern Railway Company on the other, to enter into agreements with reference to the exercise by the Company, either alone or jointly with the Great Eastern Railway Company, of all or any of the powers of the Bill, and to enable the Great Eastern Railway Company to comprise the intended works within the provisions and stipulations of the existing lease or agreements between the Companies, and to treat the share and loan capital which may be raised or expended by the Company under the powers of the Bill, or which they have raised and expended beyond the amount named in the 6th section of "The London, Blackwall, and Millwall Extension Railway Act, 1870," or which they may with the concurrence of the Great Eastern Railway Company from time to time expend as expended share capital or stock or debentures or debenture stock referred to in the lease of the London and Blackwall Railway to the Great Eastern Railway Company, or in any existing agreement for the like purposes.

To alter and enlarge the powers granted by, and the provisions contained in "The London, Blackwall, and Millwall Extension Railway Act, 1865," and "The London, Blackwall, and Millwall Extension Railway Act, 1868," as to agreements between the Company and the Great Eastern Railway Company on the one hand, and the East and West India Dock Company and the Millwall Dock Company respectively on the other hand, and to confer further powers of agreement with reference to the working of the said extension railway by the said dock Companies, or either of them, on and upon such terms and conditions as may be agreed upon; and to enable the dock Companies or either of them to work and maintain the extension railway, and to exercise all rights and powers in connection therewith, including the rights and powers of ferry and conveying passengers across the River Thames.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of The Companies Clauses Acts, 1845, 1863, and 1869; The Lands Clauses Acts, 1845, 1860, and 1869; The Railways Clauses Acts, 1845 and 1863; and it will amend and enlarge, amongst other Acts, the powers and provisions of the following and of any other Acts relating to the London and Blackwall Railway Company, namely, 7 William IV, cap. 123; 1 Vict., cap. 133; 3 Vict., cap. 95; 4 Vict., cap. 12; 5 Vict., cap. 34; 8 and 9 Vict., cap. 203; 9 and 10 Vict., cap. 273; 11 and 12 Vict., cap. 90; 12 and 13 Vict., cap. 73; 14 Vict., cap. 30; "The London and Blackwall Railway Lease Act, 1865;" "The London, Blackwall, and Millwall Extension Railway Act, 1865;" "The London, Blackwall, and Millwall Extension Railway Act, 1868;" "The London, Blackwall, and Millwall Extension Railway Act, 1870;" "The London and Blackwall Railway Act, 1873," and of the following and of any other Acts relating to the Great Eastern Railway Company, namely, 25 and 26 Vict., cap. 223, and 28 and 29 Vict., cap. 100; also of the 1st Vict., cap. 9, and of any other Acts relating to the East and West India Dock Company, and also of "The Millwall Canal Wharves and Graving Docks Act, 1864," and of any other Acts relating to the Millwall Dock Company.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing

the names of the owners 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, before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the city of London, at his office, at the Sessions House, Old Bailey, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the respective parishes in which the intended works are proposed, to be made, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this notice, will be deposited as follows, that is to say:—As relates to any parish within the city of London, with the parish clerk of each such parish, at his residence; as relates to the parish of Saint Mary, Whitechapel, with the clerk of the Whitechapel Board of Works, at his office in Great Alie-street, Whitechapel; as relates to the parish of Saint George in the East, and the parish of Saint Dunstan, Stepney, and otherwise Stepney, and the parish of St. Anne, otherwise Saint Ann, Limehouse, respectively, with the Clerk of the Limehouse District Board of Works, at his office in White Horse-street, Commercial-road East, and as relates to the parish of All Saints, Poplar, and the parish of Bromley, St. Leonards, respectively, with the Clerk of the Roper District Board of Works, at his office at 117, High-street, Poplar.

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

Dated this 11th day of November, 1873.

Hollingsworth, Tyerman, and Son, A. East India Avenue, Leadenhall-street, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1874.

Deal and Dover Railway; (Incorporation of Company; Construction of Railway from Deal to Dover; Compulsory Purchase of Lands; Tolls; Working, &c.; Agreements with, and Powers of Subscription and Construction, to South Eastern and London, Chatham, and Dover Railway Companies; Amendment of Acts and other purposes).

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

A Railway No. 1, commencing by a junction with the South Eastern Railway, at a point in the centre of that railway at the southern termination thereof at Deal, and terminating at a point on the seashore, on the east side of the Castle-jetty, Dover, 70 feet, or thereabouts, measured in a south-easterly direction from the south-east angle of Sidney Villa, Dover, and which proposed railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say:—Deal, Walmer, Great Mongeham, Ringwood, St. Margaret at Cliffe, West Cliff, South Foreland, Guston, and Dover Castle, all in the county of Kent.

A Railway No. 2, commencing by a junction with the intended Railway No. 1, at the termination thereof, and terminating by a junction with the London, Chatham, and Dover Railway at a point in the centre of the easternmost line of rails of that railway opposite the north-east angle of the Dover Harbour Station of that railway, and which proposed Railway No. 2 will pass from, in, through, or into the parishes, townships, and extra-parochial places following, or some of them, that is to say:—Guston, Dover Castle, East Cliff, St. James the Apostle, Dover, St. Mary the Virgin, Dover, and Hougham, in the county of Kent.

A Railway No. 3, commencing by a junction with Railway No. 2 at a point thereon in the centre of a street in Dover, known as Commercial quay, 350 feet, or thereabouts measured in a south-westerly direction along Commercial quay, from the south-west angle of Union-street, and being nearly opposite the entrance to the Harp Hotel, and terminating by a junction with the South Eastern Railway at a point in the centre of the most north-easterly line of rails of that railway 100 feet, or thereabouts measured in a southerly direction from the south-eastern angle of the Lord Warden Hotel, Dover, and which proposed Railway No. 3 will pass from, in, through, or into the parishes, townships, and extra-parochial places following, or some of them, that is to say:—St. Mary the Virgin, Dover, St. James the Apostle, Dover, and Hougham, in the county of Kent.

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

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

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

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

To enable the Company, and the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or one of them, to enter into agreements for the management, use, working, and maintenance of the intended railways and works, or any part thereof, the supply of any rolling and working stock,

and of officers and servants for the conduct of the traffic on the intended railways; the payments to be made, and the conditions to be performed with respect to the matters aforesaid; the interchange, accommodation, conveyance, and delivery of traffic from or destined for the railways of the Company and the railways of the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or any railway leased or worked by them, or either of them, and the fixing and division between the Company and the Deal and Dover Railway Company, of the receipts arising from such traffic; and for otherwise carrying into effect the objects and purposes of the said intended Act.

And it is also proposed by the said intended Act to authorize and empower the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or one of them, out of their corporate or other funds, or out of other money to be raised under the powers of the said intended Act, to take shares in and to subscribe for and towards the making, maintaining, working, and using of the said intended railways and works, or any part thereof, and also to raise money by sale or mortgage of any part of their respective undertakings, and to increase their capital by the creation of new or additional shares, with or without any preference or priority, in payment of dividends, or by such other ways and means as may be prescribed by the proposed Act; and the Bill will enable the South Eastern Railway Company, and the London, Chatham and Dover Railway Company, or one of them, to execute the railways and works hereinbefore described, and will confer on those Companies, or one of them, all the powers described in this Notice, or such of those powers as may be needful, including the power of raising capital for the purposes of the railways and works to be authorized by the said Bill by the issue of ordinary or preferential shares or stock, and by borrowing or mortgage or otherwise.

To alter, amend, extend, and enlarge, and, if need be, to repeal the powers and provisions of the following Acts, local and personal (that is to say), 16 & 17 Vic., cap. 132; 30 & 31 Vic., cap. 209; 32 & 33 Vic., cap. 116; 34 & 35 Vic., cap. 131; 36 & 37 Vic., cap. 14, and all other Acts relating to the London, Chatham and Dover Railway Company; 6 & 7 Will. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, and also an Ordnance map, with the line of the intended railways delineated thereon, and a copy of this Notice, as published in the "London Gazette," will be deposited, on or before the 29th day of November instant, as follows, that is to say, with the Clerk of the Peace for the county of Kent, at his office at Maidstone in that county, and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice, as published in the "London Gazette," will, on or before the said 29th day of November, be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the

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

And notice is hereby further given, that printed copies of the proposed Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

HARRISON, WALBROOK, Solicitors for the Bill.

WYATT, HOSKINS & HOOKER, 28; Parliament

Street, Westminster, Parliamentary

Agents.

In Parliament, Session 1873.

Sheffield and Midland Railway Companies'

Committee.

(Power to make Railways in the county of Lan-

caster—Consequential Powers as to Compulsory

Purchase of Lands—Tolls, &c.—Application of

Funds—Additional Capital—Power to the

Cheshire Lines' Committee; and the Companies

composing that Committee, to construct, con-

tribute to, or acquire Railways—Working

Agreements, Amendment of Acts; and other

Purposes.)

NOTICE is hereby given, that application is

intended to be made to Parliament in the

ensuing Session for leave to bring in a Bill and

to pass an Act for all or some of the following,

among other purposes:

To authorise the Sheffield and Midland Rail-

way Companies' Committee (hereinafter called

"the Committee") to make and maintain the

railways following; or some of them, or some

part or parts thereof respectively, with all proper

stations, approaches, works, and conveniences

connected therewith (that is to say):

Railway No. 1, commencing in the township of

Halewood, in the parish of Childwall, in the

county of Lancaster, by a junction with the

Liverpool Extension Railway of the Cheshire

Lines' Committee, at a point on that railway

470 yards or thereabouts measured along that

railway in an easterly direction from the east

end of the parapet wall of the bridge which

carries the last-mentioned railway over a

highway called Wood-road; and terminating

in the township of Aintree, in the parish of

Sefton, in the said county of Lancaster, by

a junction with the East Lancashire section

of the Lancashire and Yorkshire Railway

Company's Railway at a point on that rail-

way 640 yards or thereabouts measured in a

northerly direction along that railway from

the north wall of the station building of the

Aintree Station there.

Railway No. 2, commencing in the said town-

ship of Halewood, and parish of Childwall, by

a junction with the said Liverpool Extension

Railway, at a point on that railway 340 yards,

or thereabouts, measured along that railway

in an easterly direction from the east wall of

the station building of the Hunt's Cross Sta-

tion on that railway, and terminating in the

said township of Halewood, and parish of

Childwall, by a junction with the intended

Railway No. 1, at a field numbered 219 on

the title commutation map of the said town-

ship of Halewood, belonging, or reputed to

belong to John Ireland Blackburne; and in

the occupation of William Grace, at a point

in that field distant 10 yards, or thereabouts,

from a point in the northerly fence of the

said field, measured in a southerly direction,

and at a right angle with the said fence,

and which said last-mentioned point, in the

said northerly fence, is distant 150 yards, or

thereabouts, measured in a westerly direc-

tion, along the said northerly fence from the

point where such last-mentioned fence joins the occupation road called Weston's-lane.

Railway No. 3, commencing in the township of Fazakerley, in the Parish of Walton-on-the-Hill, in the said county of Lancaster, by a junction with the intended Railway No. 1, in a field belonging, or reputed to belong to Emily Augusta Fazakerley, and in the occupation of George Bell, and numbered 175 on the tithe commutation map of the said township of Fazakerley, at or near a point in that field distant 10 yards, or thereabouts, from a point in the northern fence of the said field, measured in a southerly direction, and at a right angle with the said fence, and which said last-mentioned point, in the said northerly fence, is distant 30 yards, or thereabouts, measured in an easterly direction, along the said northerly fence, from the point where such last-mentioned fence adjoins the stackyard and orchard occupied by the said George Bell, adjoining the west side of the said field, and terminating in the township of Kirkdale, in the said parish of Walton-on-the-Hill, in a plot of land on the south side of Sand Hills-lane, lying between the Lancashire and Yorkshire Railway, and the Leeds and Liverpool Canal, now, or late belonging, or reputed to belong to the representatives of John Shaw Leigh, at or near a point in that plot of land 30 yards, or thereabouts, measured in an easterly direction from, and in a direct line with the north-east corner of a warehouse in Hawkshaw-street, belonging, or reputed to belong to, and in the occupation of Messrs. James Slater, George Cussons, and William Brassington.

Railway No. 4, commencing in the said township of Fazakerley, in the parish of Walton-on-the-Hill, by a junction with the intended Railway No. 1 in a field belonging or reputed to belong to John Naylor, and in the occupation of Richard Banks, and numbered 387 on the Tithe Commutation map of the said township of Fazakerley, at a point in that field distant 10 yards or thereabouts from a point in the northern fence of the said field measured in a southerly direction, and at a right angle with the said fence, and which said last-mentioned point in the said northern fence is distant 50 yards or thereabouts, measured in an easterly direction along the said northern fence from the point where such last-mentioned fence joins the Tue Brook, and terminating in the said township of Walton-on-the-Hill and parish of Walton-on-the-Hill by a junction with the intended Railway No. 3 in a field numbered 205 on the Tithe Commutation map of the township of Walton-on-the-Hill, in the said parish of Walton-on-the-Hill, belonging or reputed to belong to John Naylor, and in the occupation of Edward Charnock, at a point in that field distant 5 yards or thereabouts from a point in the northerly fence of the said field, measured in a southerly direction, and at a right angle with the said fence, and which said last-mentioned point in the said northerly fence is distant 20 yards or thereabouts, measured in a westerly direction along the said northerly fence from the point where such last-mentioned fence joins Delf-lane, which several intended Railways Nos. 1, 2, 3, and 4 will pass in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them (that is to say):—Liverpool, Childwall, Halewood, Hale, Much Woolton, Little Woolton, Aller-

ton, Garston, Huyton, Broad Green, Speke, Wavertree, Roby, Knotty Ash, Old Swan, Clubmoor, West Derby, Walton-on-the-Hill, Sefton, Thingwall, Fazakerley, Aintree, Orrell and Ford, Orrell, Ford, Litherland, Seaforth, Netherton, Mellings, Gateacre, North End, Linacre, Bootle, Bootle-cum-Linacre, Kirkdale, Everton, Great Crosby, Little Crosby, Croxteth Park, Toxteth Park, Hunt's Cross, Kirkby, Lunt, and Thornton, all in the county of Lancaster.

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

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

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

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

To enable the Committee and the two Companies, some or one of them to apply for the purposes of the intended Act, any capital or funds now belonging to them, or which may hereafter belong to them respectively, or under their control, or the control of their respective directors; and if they shall think fit, to raise additional moneys for such purposes as aforesaid by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct; and also to enable the Committee and the two Companies, or either of them, to create and issue (if thought expedient), such shares or stock in a separate class or description of shares or stock, and to attach to such shares or stock any preference or priority of dividend, either perpetual or terminable, fixed or fluctuating, or any other advantage or privilege which the Bill may define; and to enable the two Companies, or either of them jointly or severally, to guarantee and secure interest or dividends upon

the capital to be raised for the purposes of the intended Act.

To enable the Committee and the two Companies, or either of them, to enter into and carry into effect any arrangements or agreements with respect to the several matters aforesaid, or any of them, and with respect to the construction, working, use, management and maintenance of the said intended railways or works, or any of them, or any part or parts thereof respectively, and with respect to the payment and contribution by and between the two Companies towards the costs, charges, and expenses of such construction, working, use, management, and maintenance, and with respect to the regulation, management, transmission, and interchange of the traffic coming from or destined for the said intended railways or any of them, or any part or parts thereof, or coming from or destined for the respective undertakings of the contracting Committee or Companies, and the division and appropriation of the revenue arising from that traffic.

To authorise the Cheshire Lines Committee, and the Companies composing that Committee, namely, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, and the Midland Railway Company, to contribute towards the cost of constructing the intended railways and works, or of any parts thereof, out of their respective corporate funds, and, if necessary, out of capital to be raised by them respectively 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 advantages over their existing and authorised capitals, or the Bill will enable the Cheshire Lines Committee themselves to execute the railways and works hereinbefore described, and will confer on that Committee all the powers described in this notice, or such of those powers as may be needful.

To enable the Committee and the Cheshire Lines' Committee and the Companies composing those Committees respectively, or any two or more of those Companies and Committees respectively, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof; the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of the intended railways, or any of them, or any part or parts thereof respectively, 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 Committees or Companies, and the division and appropriation of the revenue arising from that traffic.

To amend, extend, and enlarge, and, if need be, to repeal all or some of the powers and provisions of the following Acts (local and personal):— 32 and 33 Vic., cap. 25, 35 and 36 Vic., cap. 178, 36 and 37 Vic., cap. 54, and all other Acts relating to the Sheffield and Midland Railway Companies' Committee, 12 and 13 Vic., cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company; "The Great Northern Railway Act, 1846" (9 and 10 Vic., cap. 71) and any other Acts relating to the Great Northern Railway Company, 29 and 30 Vic., cap. 351, 30 and 31 Vic., cap. 207, 31 and 32 Vic., cap. 26, 35 and 36 Vic.,

cap. 57, and 36 and 37 Vic., cap. 153, and all other Acts relating to the Cheshire Lines Committee; 10 and 11 Vic., cap. 166, and all other Acts relating to the Lancashire and Yorkshire Railway Company.

And notice is hereby further given that duplicate plans and sections of the said intended railways and works, and of the lands to be taken for the purposes of the Bill, with a book of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with an Ordnance or published map with the line of the intended railways delineated thereon; and a copy of this notice as published in the London Gazette, will, on before the 29th day of November, instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and that a copy of so much of the same plans, sections, and books of reference respectively, as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated; and a copy of this notice as published in the London Gazette, will, on or before the same day, be deposited with the parish clerk of each such parish, at his residence; and in the case of any extra parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby further given, that printed copies of the proposed Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1873.

J. R. and E. Lingard, 4,
Westminster Chambers,
Westminster and Manchester,
Beale, Marigold, and Beale,
Great George-street, Westminster,

Solicitors
for the
Bill.

In Parliament.—Session 1874.

Horbury Local Board.

(Waterworks; Supply of Water; Agreement with Soothill Upper Local Board, or other parties, as to Supply of Water; Sewage and Utilization of Sewage; New Streets; Improvement of Streets and Roads; Compulsory purchase of Land and other Property; Regulation of Sewers and Drains; Borrowing of Money; Alteration of and New Rates; Incorporation and Amendment of Acts.)

NOTICE is hereby given by the Local Board for the district of Horbury, in the West Riding of the county of York (which Local Board is hereinafter called "the Local Board"), that they intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for all or some of the following among other purposes, that is to say:—

To confer on the Local Board the power to obtain and supply water to their said district.

To authorize the Local Board and the Soothill Upper Local Board, and any other local board, corporation, authority, company, and public body, from time to time to enter into contracts and agreements for supplying the Local Board with water for the purposes of their said district, and all necessary articles and things incidental thereto, and to confirm any contract or agreement relating thereto which may have been already entered into, or may be entered into, prior to the passing of the said Bill.

To authorize the Local Board to construct and maintain the following works, viz. :—

- (a). A meter house and meter in the township of Thornhill, in the parish of Thornhill, in the said West Riding, situate on land belonging or reputed to belong to the Soothill Upper Local Board and the Thornhill Local Board, or one of them, and in the occupation of the said Boards or one of them, adjoining and on the south side of the Soothill Upper Reservoir at Fox Royd, in the said township of Thornhill.
- (b). A meter house and meter at Horbury Bridge, in the township of Horbury, in the parish of Wakefield, in the said West Riding, situate on land belonging or reputed to belong to the Trustees of the Horbury Common Lands, at a point thereon opposite the Ship Inn, and adjoining to and on the west side of the Wakefield and Austerlands Turnpike road.
- (c). An aqueduct, conduit, or line of pipes commencing from and out of the said reservoir at Fox Royd, and passing thence through or into the several parishes, townships, and places following, or some of them (that is to say), Thornhill, Shitlington, and Horbury, and terminating at the meter house (b) before described, in the township of Horbury.
- (d). A bridge across the river Calder, near to Horbury Soke Mill, commencing on the north side of the said river, on the east side of and near to the bridge carrying the Barnsley Branch of the Lancashire and Yorkshire Railway over the said river, and terminating on the south side of the said river, which intended bridge will be situate in the said township of Horbury.

To make and maintain in the said parishes, townships, and places, or any of them, in connection with the intended works above described, all necessary and convenient approaches, roads, ways, embankments, culverts, tunnels, tanks, drains, sluices, channels, pipes, and conveniences for distributing water.

To deviate laterally from the lines of the said proposed works within the limits to be shown upon the plans hereinafter mentioned, and to deviate vertically to any extent from the levels of the works shown upon the sections hereinafter mentioned.

To break up, cross over or under, alter, divert, or stop up, either temporarily or permanently, any roads, streets, highways, footpaths, bridges, canals, towing paths, railways, tramroads, sewers, drains, streams, and watercourses, within the parishes, townships, and places aforesaid, which it may be necessary or convenient to break up, alter, divert, and stop up, for the purposes of the intended waterworks or of the proposed Bill.

To enable the Local Board to purchase and acquire, compulsorily or otherwise, and hold lands, houses, and other property and hereditaments, and also to take grants of or acquire easements over lands, houses, and other hereditaments for the purposes aforesaid, and particularly to acquire, compulsorily or otherwise, easements or rights of way, or other rights, over, under, or affecting the several roads, lanes, railways, rivers and ways in the parishes, townships, and places aforesaid.

To enable the Local Board to supply water for domestic, public, trading, and other purposes, to make, levy, and receive rates, rents, and charges for or in respect of such supply, and for the sale and hire of meters and fittings for water, and the public watering of any streets, roads, lanes, or places within the district of the Local Board, to

alter existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and to confer, vary, or extinguish other rights and privileges.

To empower the Local Board to purchase and take by compulsion or agreement, and to vary or extinguish all rights and privileges in the lands next hereinafter described, and to use and employ such lands, and to construct and maintain thereon such works and conveniences as may be considered necessary or useful for sewage and sewage utilization purposes, and for the purposes of dealing with, receiving, collecting, storing, defecating, disinfecting, deodorizing, distributing, utilizing, and applying to purposes of agriculture, irrigation, or fertilization, or other like purposes, and in such manner as they may deem fit, the whole or any part of the sewage or sewage matter now or at any time hereafter flowing through or into, or being in or upon any of the tanks, sewers, drains, or channels of the Local Board, and to use and employ such sewage on and to cultivate such land, part of which land so to be taken by compulsion is situate in the township of Horbury, and lies between Green-lane and Lupset Beck, and extends from the easterly end of Bulling Balk-lane to the Horbury Junction Railway Station, and the other part of the land so to be taken is also situate in the said township, in certain fields known by the names of Little Bridge Nook, Stennard Wells, and Stonebridge Field, and adjoins the said Lupset Beck.

To enable the Local Board to make, construct, and maintain the following works in the said township of Horbury, viz. :—

- (e) A conduit, drain, or sewer, commencing at the top of Green-lane, and extending along such lane in an easterly direction about 80 yards down the same, and thence in a north-easterly direction through or across lands belonging to Joseph Holt and others, to and terminating at Lupset Beck aforesaid, at a point about 155 yards south-east of the Wakefield and Austerlands turnpike-road.
- (f) A conduit, drain, or sewer, commencing at Spring End, on the east side of the highway leading to Ossett, extending in a south-easterly direction, and terminating in a field adjoining Dyehouse Mill.
- (g) A settling tank in a field belonging to the Trustees of the late John Francis Carr, at the easterly end of Bulling Balk-lane.
- (h) A settling tank in a field belonging to the representatives of the late John Scholefield, at Spring End, occupied by James White.
- (i) A pumping station, with all necessary engines, reservoirs, tanks, pumps, and appliances, in a certain field belonging or reputed to belong to the Trustees of Horbury Common Lands, and in the occupation of Thomas Charlesworth, and adjoining or near to the Ship Inn; and also all necessary and proper sewers, drains, channels, and junctions with sewers, and all necessary sluices, cuts, pipes, filtering or disinfecting beds, machinery, waste gates, gauges, regulating basins, reservoirs, approaches, and conveniences, connected with the before-mentioned sewage works, in the district of the said township of Horbury.

The Bill will contain all necessary provisions and powers with reference to the manufacture, sale, supply, and disposal of sewage and sewage matter, for irrigation and other purposes, and will impose penalties for using sewage without agreement with the Local Board.

To authorize the Local Board to effect all or

some of the following improvements within the said township of Horbury (that is to say):—

- (k) To make, form, and maintain a new street or road in the said township of Horbury, commencing at the west end of an occupation lane, and near the east side of the said Horbury Soke Mill, and extending in an easterly direction to a point on the east side of the Barnsley Branch of the Lancashire and Yorkshire Railway.
- (l) To make, form, and maintain a new street or road in the said township of Horbury, commencing at the east end of the intended new street (k) and extending in a southerly direction across the intended bridge (d) to a point where it forms a junction with the present highway leading from Horbury to Crigglestone.
- (m) To alter, widen, and improve Walker-lane.
- (n) To alter, widen, straighten, and improve Carr-lane, otherwise North Field-road, from the point where Bulling Balk-lane crosses the same to the western termination thereof.
- (o) To alter, widen, and improve West Field-road, from the junction thereof with the Wakefield and Austerlands turnpike road, to the termination of the said West Field-road.

To authorize the Local Board to make junctions and communications with any existing roads or streets which may be joined, intersected, or interfered with, or to be contiguous to the line of the intended roads or streets; and to alter the line or levels of any existing roads, footpaths, or ways, public or private; and to stop up, divert, alter, and appropriate all or any part of the roads, streets, footpaths, and places on the line of the said intended roads or streets; and also to divert, stop up and alter, any roads, streets, footpaths, passages, ways, and places, sewers, drains, and pipes, within the limits of lateral deviation to be described on the plans hereinafter mentioned; and to deviate from the lines and levels of the intended roads or streets; and to construct all such sewers, drains, and works as may be necessary or incident to the said intended roads or streets and works; and it is also proposed to incorporate and make applicable to the purposes of the intended works all or some of the provisions of the "Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation of lands near the railway during the construction thereof; and to make other provisions in reference thereto, and for obtaining materials for the purposes of the intended works.

To purchase, by compulsion and agreement, all such lands, houses, and other property as may be required for the purposes of, or in connection with, the intended roads or streets and works, and as will be included within the limits of deviation to be described on the said plans; and also to purchase, by compulsion or otherwise, and lease other lands, houses, and other property, for all or any of the other purposes of the said Bill.

To sell, lease, or appropriate, for building or other purposes, any lands to be acquired under the Bill, and not required for the purposes thereof; and to do and execute all such works, and exercise all such powers, as may be incidental or necessary to any of the objects of the Bill.

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 widths, 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 making of further provisions 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 use and closing of wells:

The purification and disinfection of houses and buildings:

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 authorize the Local Board to raise money for all or any of the purposes of the Bill, by mortgage or otherwise of the works, lands, and property possessed by them, or to be constructed and acquired under the Bill or any Act or Acts of Parliament under which they are now or may hereafter be acting; and of their rates and assessments of every kind, market tolls, stallages, gas rents, revenues, rates and charges, slaughter-house tolls and charges, bath and wash-houses charges, sewage receipts, and revenues of every kind levied, raised, or taken under the said Bill, or any or either of those lands, works, property funds, rates, tolls, charges, and revenues; and to make the special provisions to be defined in the said Bill with regard to the time and mode of repaying of the said borrowed moneys, and to extend the time allowed for the repayment of all or any moneys already borrowed or authorized to be borrowed by the Local Board; and for that purpose to defer or postpone the commencement of the formation of the sinking fund, and the time for repayment of the moneys so already borrowed; and to authorize, alter, amend, and enlarge the powers and duties of the Local Board

with respect to the borrowing and repayment of moneys, and to make provisions for and to relieve the Local Board from the consequences of any neglect or default (if any) committed by them in the repayment of moneys already borrowed by them for the purpose of lighting, or otherwise; and so far as may be necessary for any of the purposes aforesaid, to repeal, revoke, annul, alter, or amend any order or sanction, or orders or sanctions, of the Secretary of State or Local Government Board, relating to the borrowing of moneys by the Local Board, and to apply to all or any of the purposes of the said Bill all or any part or parts of the funds or revenues of the Local Board for the time being, and the payment or repayment thereof of any costs and expenses incurred or to be incurred by the Local Board with respect to any Parliamentary proceedings brought, commenced, or instituted by them, or authorized or sanctioned by resolution passed at any public meeting of the ratepayers of the district.

To vary and extinguish all existing rights and privileges connected with any lands, houses, and buildings to be purchased or taken for any of the purposes of the Bill, and all other rights and privileges which would in any manner impede or interfere with such purposes and objects, or any of them, and to confer other rights and privileges; and to confer on the Local Board all rights, powers, and privileges necessary and convenient for or conducive to the carrying out effectually all or any of the objects of the said Bill, or incidental thereto.

The Bill will, so far as may be necessary for the purposes thereof, incorporate with itself, or extend and make applicable to its purposes, or may repeal, alter, amend, and vary all or some of the existing powers, indemnities, and authorities of the Local Board and all or some of the provisions of the following general Acts, or some of them, that is to say:—"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Waterworks Clauses Acts, 1847 and 1863;" "The Towns Improvement Clauses Act, 1847;" "The Public Health Act, 1848;" "The Local Government Act, 1858;" "The Local Government Act (1858) Amendment Act, 1861;" "The Sewage Utilization Act, 1865;" "The Sanitary Acts, 1866 and 1868;" "The Sewage Utilization Act, 1867;" and "The Public Health Act, 1872;" also, "The Halifax Corporation Waterworks and Improvement Act, 1868;" and "The Halifax Water and Gas Extension Act, 1870;" and all other Acts amending or extending all or any of the Acts herein specified, or any of the provisions thereof respectively.

Duplicate plans and sections of the said intended works, and plans of the lands, houses, and other property which will or may be taken compulsorily under the power of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection on or before the 29th day of November, 1873, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each of the said parishes or townships, together with a copy of the said Gazette Notice, will be deposited with the parish clerk of each such parish or township, at his residence; and in the case of any extra-parochial place, with the parish clerk of an immediately adjoining parish, at his residence.

Printed copies of the proposed Bill will be de-

sited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1873.

Dated this 13th day of November, 1873.

Holt and Sons, Horbury, Solicitors for the Bill.

Charles Walker, 5, Serjeants'-inn, Temple, London, Parliamentary Agent.

In Parliament.—Session 1874.

Alexandra (Newport) Dock Company.
(Further Money Powers; Powers to Lease Undertaking, or any part thereof; Application of Rents, &c., under Lease; Variation of Rights and Priorities of Holders of Shares, Stock, Rent-Charges, and Debentures and Creditors of the Company; 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 the purposes or some of the purposes following, that is to say:

1. To enable the Alexandra (Newport) Dock Company (hereinafter called "the Company") to raise further monies for the general purposes of their undertaking by the creation and issue of new shares or stock (whether ordinary, or preferential, or both), and by borrowing.

2. To empower the Company from time to time to lease their undertaking, dock, wharves, warehouses, lands and property, or any part or parts thereof, to the Newport Alexandra Dock Company (Limited), or to any company, corporation, or persons competent to accept such lease for such period, and upon, under, and subject to such terms, conditions, and restrictions as may be agreed upon or defined by the Bill, and to confer all necessary powers upon other companies, corporations, or persons to enable them to accept such lease; and to confirm, sanction, and give effect to any such lease or any agreement for the same which has been or may be made.

3. To provide for the application of the rents or other consideration or moneys receivable by the Company under any such lease, and, so far as may be necessary for the purposes of such application, to alter or vary the relative rights and priorities of any holders of mortgages, bonds, shares, or stock of the Company, and of any person or persons entitled to any rent-charges secured upon or payable out of the undertaking or property of the Company and of the creditors of the Company.

4. To enable the lessee or lessees under any such lease to enjoy and exercise during the lease all or some of the rights, powers and privileges of the Company under any Acts or Act of Parliament relating to them.

5. To confer, vary, or extinguish other rights or privileges.

6. And the Bill will, so far as may be necessary or expedient, repeal or amend the provisions or some of the provisions of the Alexandra (Newport) Dock Act, 1865; Lord Tredegar's Estate Act, 1865; the Alexandra (Newport) Dock Act, 1868; the Alexandra (Newport) Dock Act, 1870; and the Alexandra (Newport) Dock Act, 1873.

7. Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 13th day of November, 1873.

Markby, Tarry, and Stewart, 57, Coleman-street, London, Solicitors for the Bill.

In Parliament—Session 1874.

Wakefield and District New Waterworks.

(Incorporation of Company for supplying Wakefield and the Neighbourhood with Water—Construction of Waterworks—Compulsory purchase of Lands and appropriation of Waters—Rates, &c.—Acquisition of existing Waterworks—Power to Wakefield Corporation to purchase or lease Undertaking—Incorporation of Acts, amendment of Acts, and other purposes.)

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

To incorporate a Company (hereinafter referred to as "the Company") and to enable them to make and maintain the waterworks hereinafter described, or some or one of them, or some part or parts thereof respectively, with all needful works connected therewith, for the purpose of supplying the town of Wakefield and the neighbourhood thereof with water.

The waterworks and other works so proposed to be authorised to be made and maintained are—

(A) Hordron Reservoir. A reservoir, hereinafter called "the Hordron Reservoir," to be situate in the township or chapelry of Bradfield, in the parish of Ecclesfield and in the township of Langsett, in the parish of Penistone, to be formed by an embankment, 180 yards or thereabouts in length, across the Porter or Little Don River, and adjoining lands at a point on the said river, 375 yards or thereabouts, measured in a straight line in a south-westerly direction, from the junction of the Mickleden Beck with the said Porter or Little Don River, which said reservoir will commence at the said embankment at the point on the said river hereinbefore described, and will extend from the said embankment up the valley of the said river for a distance of 940 yards or thereabouts, measured in a straight line in a westerly direction, and will terminate there at a point on the said river in the township of Langsett, in the parish of Penistone.

(B) A catchwater drain or conduit, hereinafter called "the Mickleden Catchwater Drain," situate wholly in the township or chapelry of Bradfield, in the parish of Ecclesfield, commencing at a point on the said Mickleden Beck, 815 yards or thereabouts, measured in a straight line in a southerly direction from the junction of that beck with the said Porter or Little Don River and terminating in the said Hordron Reservoir, at a point near the southern end of the embankment of the said Hordron Reservoir, 55 yards or thereabouts, measured in a straight line in a southerly direction from the point in the said Porter or Little Don River, hereinbefore described as the commencement of that reservoir.

(C) A catchwater drain, hereinafter called "the Long Moor Clough Catchwater Drain," situate wholly in the township of Langsett aforesaid, commencing at a point on the Long Moor Clough or Hordron Dike, 175 yards or thereabouts, measured in a straight line in an easterly direction from the point where the Hordron-road crosses the said Long Moor Clough or Hordron Dike, and terminating in the said Hordron Reservoir at a point near the northern end of the embankment of the said Hordron Reservoir, 125 yards or thereabouts, measured in a straight line in a northerly direction from the point on the said Porter or Little Don River, herein-

before described as the commencement of that reservoir.

(D) A conduit or line of pipes hereinafter called "Conduit No. 1," commencing in the township or chapelry of Bradfield, in the parish of Ecclesfield, from and out of the intended Hordron Reservoir, at or near the point hereinbefore described as the commencement of that reservoir, and terminating in the township of Hoyland Swaine, in the parish of Silkstone, at or near Cat Hill, in the tank No. 1 next hereinafter described, which said conduit or line of pipes No. 1 will be situate in, or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some or one of them, that is to say, Bradfield, Ecclesfield, Langsett, Thurlstone, Penistone, Hoyland Swaine, and Silkstone.

(E) A tank, herein called Tank No. 1, fifty feet, or thereabouts, in diameter, situate wholly in the township of Hoyland Swaine, in the parish of Silkstone, at or near Cat Hill aforesaid, at the south-west corner of the field, on the northerly side of and adjoining Firs Lane, and called Top New Field, and belonging to Walter Thomas William Spencer Stanhope, Esquire, and in the occupation of Benjamin Armitage.

(F) A conduit or line of pipes, hereinafter called "Conduit No. 2," commencing in the said township of Hoyland Swaine, in the parish of Silkstone, from and out of the Tank No. 1, lastly hereinbefore described, and terminating in the township and parish of High Hoyland, at or in the Tank No. 2, next hereinafter described, which said conduit or line of pipes No. 2 will be situate in or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some or one of them, that is to say, Hoyland Swaine, Silkstone, Cawthorne, Denby, Penistone, and High Hoyland.

(G) A tank herein called "Tank No. 2," fifty feet or thereabouts in diameter, situate wholly in the said township and parish of High Hoyland, in a field called Pewitt Field, on the north-east side of and adjoining Upper Field Lane, belonging to Wentworth Blackett Beaumont, Esquire, and in the occupation of William Dickinson, at a point on the south-west side of that field on the north side of and adjoining that lane, one hundred yards or thereabouts, measured in a south-easterly direction from the point where the public footpath leading from All Saints Church joins that lane.

(H) A conduit or line of pipes hereinafter called "Conduit No. 3," commencing in the said township and parish of High Hoyland, from and out of the Tank No. 2 lastly hereinbefore described, and terminating in the township of West Bretton in the parish of Silkstone (detached), in the Bramley Lane Service Reservoir, next hereinafter described, in a field on the north side of and adjoining Bramley-lane, called Low Bramley Field, belonging to and in the occupation of Wentworth Blackett Beaumont, Esquire, which said Conduit No. 3 will be situate in, or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some or one of them, that is to say, High Hoyland, Kexbrough, Darton, Bretton, Silkstone, Silkstone (detached), West Bretton, Sandal Magna, and Sandal Magna (detached).

(I) Bramley Lane Service Reservoir.—A Reservoir herein called "The Bramley Lane Service Reservoir," measuring 110 yards or thereabouts in length, in a direction at right angles with Bramley-lane, and 98 yards or thereabouts in width, situate in the township of West Bretton, in the parish of Silkstone (detached),

on the north side of and adjoining Bramley-lane in certain fields there, called respectively Low Bramley Field, Bramley Field, and Long Bramley Field, belonging to and in the occupation of Wentworth Blackett Beaumont, Esquire.

(K) A conduit or line of pipes hereinafter called "Conduit No. 4," commencing in the township of West Bretton, in the parish of Silkstone, in the said Bramley Field, from and out of the Bramley-lane service reservoir lastly hereinbefore described, and terminating in the township and parish of Wakefield, at a point at Kirkgate opposite the junction of Thornes-lane with Kirkgate, which said Conduit No. 4 will be situate in, or pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some or one of them, that is to say, West Bretton, Silkstone, Silkstone detached, Woolley, Royston, Crigglestone, and Sandal Magna, and the township, parish, and borough of Wakefield.

(L) A conduit or line of pipes herein called "Conduit No. 5," commencing in the township and parish of High Hoyland, in the field called Pewitt Field adjoining Upper Field-lane, from and out of the Tank No. 2 hereinbefore described, and terminating in the township of Kexbrough, in the parish of Darton, at a point in the said Upper Field-lane 1,365 yards or thereabouts, measured in an easterly direction along that lane from the point where the said public footpath leading from All Saints Church joins that lane.

(M) A conduit or line of pipes hereinafter called "Conduit No. 6," commencing in the township of Crigglestone, in the parish of Sandal Magna, from and out of the conduit or line of pipes No. 4 hereinbefore described, at a point in Slack-lane where the Humley Hill-road leading from Slack-lane to the Wakefield and Sheffield turnpike road joins Slack-lane, and terminating in the township of Chevet, in the parish of Royston, at a point in the centre of the road leading from Chevet Moor Gate to Chevet Gates and Common-lane, where the south-east end of Hill Top-lane joins that road, which said Conduit No. 6 will be situate in or pass from, in, through or into the several parishes, townships, and extra-parochial places following, or some or one of them, that is to say, Crigglestone, Sandal Magna, Chevet and Royston.

(N) A conduit or line of pipes hereinafter called "Conduit No. 7," commencing in the township and parish of Sandal Magna, by a junction with the Conduit No. 4, hereinbefore described at a point in the Wakefield and Sheffield turnpike road, where the Sandal Common-road leaves such road at or near the Sandal Tollgate, and terminating in the township and parish of Normanton, at a point in Boundary-lane, two hundred and sixty yards or thereabouts, south-west of the junction of Woodhouse Moor Common-lane with Boundary-lane, which said Conduit No. 7 will be situate in or pass from, in, through or into the several parishes, townships, and extra-parochial places following, or some or one of them, that is to say, Sandal Magna, Crofton, Warmfield, Warmfield-cum-Heath, Woodhouse, Woodhouse Moor and Normanton.

(O) Langsett Reservoir.—A compensation reservoir, hereinafter called "The Langsett Reservoir," situate in the township or chapelry of Bradfield, in the parish of Ecclesfield, and in the township of Langsett, in the parish of Penistone, to be formed by an embankment 315 yards or thereabouts in length, across the said river and adjoining lands at a point on the said river 55 yards or thereabouts, measured in a straight line in a north-easterly direction

from the junction of the Thickwoods Brook with the said Porter or Little Don River, and which reservoir will commence at the said embankment at the point on the said river hereinbefore described, and will extend from the said embankment up the valley of the said river, in a westerly direction, and will terminate therein at a point on the said river 250 yards or thereabouts north-west of the house known as "Dyke Side," and will also extend in a south-westerly direction up the valley of the Thickwoods Brook for a distance of 535 yards or thereabouts from the point on the Porter or Little Don River hereinbefore described as the point of the commencement of the reservoir.

All the above works will be situate in the West Riding of the county of York.

To define the limits within which the Company shall have power to supply water, which limits are in this notice called the limits of the Bill, and will include and comprise the parishes, townships, towns, villages, and places following, or some or one of them, or some part or parts thereof, that is to say:—Borough of Wakefield, township of Alverthorpe-with-Thornes, township of Stanley-cum-Wrenthorpe, so much of the parish of Normanton as is included within the district of the Normanton District Local Board, and also so much of the parish of Normanton as is included within the district of the Altofts District Local Board, township of Warmfield-cum-Heath, township of Sandal Magna, township of Chevet, township of Crigglestone, township of West Bretton, the hamlet of Haigh, township of Kexbrough, township of Darton, Mapplewell, Staincross, so much of the township of Thurstone as is included within the district of the Thurstone District Local Board, and so much of the township of Penistone as is included within the district of the Penistone District Local Board, all in the West Riding of the county of York.

To authorise the Company to construct, maintain, lay down, repair and renew buildings, filtering beds, dams, sluices, weirs, gauges, drains, mains, pipes, wells, cuts, shafts, culverts, catch-water and other drains, weirs, bye-channels, tanks, filter beds, sluices, valves, byewashes, adits, engines, tunnels, embankments, roads, approaches, and other requisite works and conveniences in connection with all or any of the before mentioned works within the aforesaid parishes and places, and for collecting, cleansing, and storing up the waters of the rivers, springs, streams, brooks, and other waters hereinafter mentioned.

To authorise the Company to lay down, maintain, alter, or renew any existing mains and pipes, or other works within the limits of the Bill, and from time to time to cross, divert, alter, stop up, break up, or otherwise interfere with, either temporarily or permanently, and to lay down and maintain mains and pipes in, through, across, along, under or over streets, roads, lanes, waters, bridges, rivers, canals, railways, tramways, drains, sewers, navigations, streams, and watercourses, gas, water, and other pipes, and telegraph apparatus within or near the said limits, and the parishes and places aforesaid so far as may be necessary in constructing, maintaining, renewing, or altering the works to be maintained and constructed by the Bill, and for other the purposes of the Bill, and to divert the following roads, that is to say, a portion of the road called Langsett-lane, in the township of Langsett, aforesaid, leading from Langsett to Carr-lane, in the township or chapelry of Bradfield, aforesaid; and a portion of the road called Carr-lane, aforesaid, leading from Upper Midhope, in

the said township or chapelry of Bradfield Langsett-lane, aforesaid.

To authorise the Company to deviate in the construction of the several before mentioned works laterally within the limits to be shown upon the plans hereinafter mentioned, and to deviate vertically, and to any extent from the levels of the works shown upon the sections hereinafter mentioned.

To empower the Company to enter upon, take, purchase, hold, and use, temporarily or permanently, and either compulsorily or by agreement, and to take on lease, and to take and acquire grants of easements over lands, houses, rivers, springs, streams, waters, and other property and hereditaments in the parishes and places aforesaid, for the purposes of their waterworks and undertaking, and for the other purposes of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses, rivers, springs, streams, waters, or other hereditaments which might or would interfere with the objects and purposes of the Bill.

To authorise the Company to take, impound, collect, and divert into the said intended reservoirs, conduits, and other works, and for the purposes of the Bill, or any of them, the waters of the following rivers, becks, cloughs, gutters, brooks, and streams, namely, the Porter, or Little Don River, Thickwoods Brook, Ratten Gutter, Hagg Brook, How Brook, Fox Clough, Haslingshaw, Long Moor Clough (otherwise Hordron Dike), Mickleden Beck, Bradshaw Cloughs, Harden Clough, Near Cat Clough, Far Cat Clough, Laund Clough, Loftshaw Brook and their tributaries, and of any other wells, brooks, streams, or waters in the line of the intended works, or within the limits of deviation defined on the plans hereinafter mentioned, or which are capable of being intercepted or collected by means of the intended works, and to use, collect, and appropriate the same for the purposes of the Bill and of the undertaking of the Company.

The waters of all the said rivers, streams, brooks, becks, tributaries, and other waters now directly or derivatively flow or proceed into the Porter or Little Don River, which runs into the River Don, the Sheffield Canal, the River Don Navigation, the Stainforth and Keadby Canal, the River Trent, the Dutch River, and the Rivers Ouse and Humber, and the North Sea.

To compensate in water (instead of money) the persons interested in the said rivers, springs, brooks, streams, and other waters, or in land, mills, manufactories, or other works using the same or some of them.

To authorize the Company to levy and receive rents and charges in respect of the water supplied, or to be supplied, by them, and if necessary to alter existing rents and charges, to confer, vary, or extinguish exemptions from the payment of rents and charges, and to authorise the Company to supply water by metre, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company, and the Corporation of Wakefield, and all Corporations, Local Boards of Health, Town Commissioners, Trustees, Surveyors, and other bodies within the limits of the Bill, to contract and agree with respect to the supply of water in bulk, or otherwise for any purpose whatsoever, and to enable such Corporations, Local Boards of Health, Town Commissioners, trustees, surveyors, and other bodies and persons, to appropriate and apply funds, and to raise additional funds, by rates or otherwise, for such purposes.

To authorise the Company to provide metres

for parties supplied with water for certain purposes, and to charge for the use of metres, and for the supply of water by metre.

To make special provision for the protection of the works, property, and water supply of the Company, and for the protection and cleansing of the rivers, springs and works, streams and waters aforesaid, and for defining and regulating their supply, and to give them special rights and remedies for preventing frauds and abuses of their supply, and to impose penalties, and make other provisions affecting consumers.

To authorise the Company to sell, lease, or otherwise dispose of any works, lands, or property from time to time vested in and belonging to them, and which may not be required by them, subject to such conditions and on such terms as they may think fit.

To enable the Company to purchase from the Wakefield Waterworks Company, and to enable that Company to sell and convey to the Company, or otherwise to provide for the transfer from the Wakefield Waterworks Company to the Company of all or such parts as may be agreed upon of the Wakefield Waterworks Company's existing undertaking, waterworks, machinery, mains, pipes, and plant, and all rights, property, powers, and easements connected with their said waterworks, on such terms and conditions, and for such consideration as may be agreed on between the Company and the Wakefield Waterworks Company.

To enable the Company to sell or to lease for a term of years to the mayor, aldermen, and burgesses of the borough of Wakefield, hereinafter referred to as "the Corporation," the whole or any part of the works and undertaking to be authorised by the Bill, or which may be acquired by the Company under the powers of the Bill, and all rights, property, powers, and easements connected with the said waterworks and undertaking. And the Bill will authorise the Corporation to purchase or lease the same for such consideration, rent, annual payment, or sum in gross, or on such terms and conditions as may be defined in the Bill, or settled by arbitration, or agreed to between the Corporation and the Company, and on such sale or lease to authorise and empower the Corporation for the future or during the term of such lease to exercise and put in force all the powers of the Bill in the same manner, and as fully and effectually, and to all intents and purposes, as the Company might do, and to vest in the Corporation all the powers, rights, privileges, and authorities of or conferred on the Company.

The Bill will, so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions of the local and personal Acts following (that is to say):—"The Wakefield Waterworks Act, 1862," and "The Wakefield Waterworks Act, 1873," and any other Acts relating to, or affecting the Wakefield Waterworks Company.

The Bill will incorporate with itself (with such variations as may be thought fit), all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands near the railway during the construction thereof, and such other matters as may be deemed expedient, and will, if deemed expedient, exempt the Company from the provisions, or some of the

provisions, of "The Waterworks Clauses Act, 1847," with respect to the supply of water, to be furnished by the undertakers.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property, in, through, or under, which they will be made and maintained, or which will or may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice as published in the London Gazette will, on or before the twenty-ninth day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office, at Wakefield, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said works are intended to 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 for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining 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 20th day of December next.

Dated this 14th day of November, 1873.

Wainwright, Mander, and Whitham } Solicitors
and } for the
Fernandes and Gill, } Bill.
Wakefield }

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

In Parliament.—Session 1874.

Midland Railway.

(Huddersfield, Halifax, and Bradford Railway.)
Construction of Railways from Huddersfield to Halifax and Bradford by the Midland Railway Company, with a Branch therefrom; Running Powers over the Joint Railway of the London and North-Western Railway Company and Lancashire and Yorkshire Railway Company into Huddersfield; Use of Joint Station at Huddersfield; Powers to London and North-Western and Lancashire and Yorkshire Railway Companies to contribute and other powers in relation to the undertaking; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Midland Railway Company (hereinafter called "the Company") for an Act to effect the following purposes, or some of them (that is to say):

To enable the Company to make and maintain the railways following, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

A railway (No. 1) commencing in the township and parish of Huddersfield, in the West Riding of the county of York, by a junction with the railway jointly belonging to the London and North-Western Railway Company and the Lancashire and Yorkshire Railway Company, at a point thereon one hundred and eighty yards or thereabouts, measuring in a southerly direction along the

said railway, from the centre of the bridge which carries the said railway over the street called Oxford-street, and terminating in the township and parish of Halifax, in the said West Riding of the county of York, at a point on the south side of George-street twenty yards or thereabouts, measuring in an easterly direction along that street, from the junction of that street with the street called Barum Top; which said intended Railway No. 1 will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial or other places following, or some of them (that is to say): Huddersfield, Marsh, Fartown, Hoillhuse, Birkby, Fixby, Lindley, Lindley-cum-Quarby, Quarby, Birchen Cliff, Ainley, Elland, Elland-cum-Greetland, Exley, Southowram, Siddall, Skircoat, and Halifax, in the West Riding of the county of York;

A railway (No. 2) commencing in the township and parish of Halifax by a junction with the intended Railway No. 1 at the point hereinbefore described as the termination thereof, and terminating in the township and parish of Bradford, in the said West Riding of the county of York by a junction with the Midland Railway at a point thereon two hundred and fifty yards or thereabouts, measuring along that railway in a northerly direction, from the centre of the bridge which carries the street called School-street over that railway; which said intended Railway No. 2 will pass from, in, through, or into, or be situate within the several parishes, townships, extra parochial or other places following, or some of them (that is to say): Halifax, Shroggsbottom, Wheatley, Ovenden Cross, Ovenden, Shaw Lane, Illingworth, South Cliff, Holdsworth, Northowram, Clayton, Clayton Edge, Thornton, Upper Headley, Lower Headley, Allerton, Four Lane Ends, Manningham, Girdlington, Wheatley, and Bradford, in the West Riding of the county of York;

A railway (No. 3) commencing in the township and parish of Bradford, in the said West Riding of the county of York, by a junction with the intended Railway No. 2 at a point eighty yards or thereabouts east of the east side of Manningham Lane, and sixty yards or thereabouts north of the north side of the street called Spring Gardens, and terminating in the township of Manningham, in the said parish of Bradford, by a junction with the Midland Railway at a point thereon one hundred yards or thereabouts, measuring along that railway in a southerly direction, from the centre of the bridge which carries the road called Bolton Lane over the Midland Railway; which said intended Railway No. 3 will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial or other places following, or some of them (that is to say), Manningham and Bradford, in the West Riding of the county of York;

And also 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 of them, and to confer other rights and privileges:

And also to cross, stop up, alter, or divert,

either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footways, ways, and rights of ways, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses, within or adjoining to the aforesaid parishes, townships, 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 of them, or other the purposes of the intended Act;

And also to levy tolls, rates, and duties, for or in respect of the use of the said intended railways and works, and the conveniences and accommodation connected therewith, and to confer, vary, or extinguish, exemptions from the payment of such tolls, rates, and duties respectively:

To enable the Company on the one hand, and the London and North Western and Lancashire and Yorkshire Railway Companies, or either of them, on the other hand, to enter into and carry into effect any arrangements or agreements with respect to the construction, working, use, management, and maintenance, of the said intended railways and works, or any of them, or any part or parts thereof respectively, and to the payment and contribution by and between the Company and the said other Companies respectively, towards the costs, charges, and expenses of such construction, working, use, management, and maintenance; and with respect to the regulation, management, and transmission of the traffic of the said intended railways, or any of them, or upon the railways of the said Companies respectively, or any of them, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic, and to make such provision as may be necessary, proper, or convenient, by the appointment of joint committees or otherwise, for the exercise of any of the powers to be conferred by the said intended Act:

To empower the Company and the said other Companies, or either of them, to apply to the purposes of the said intended Act, or any of them, any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, and if they shall think fit, to raise additional moneys for the purposes of the intended Act by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by both of those means, or by such other means as Parliament shall authorize or direct:

To enable the Company to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the railway jointly belonging to the London and North Western and Lancashire and Yorkshire Railway Companies, as lies between the point of junction of the intended Railway No. 1 therewith, and the Huddersfield Station, including all or any lines of railway in or through that station, and to use the whole or any part of the said Huddersfield Station and the booking offices, and all other works and conveniences connected therewith, upon payment of such tolls, rates, duties, rent or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the Company and the London and North Western and Lancashire and Yorkshire Railway Companies, or one of them as the case may be, or, failing such agreement, as shall be settled by arbitration or otherwise provided for in the intended Act; and also to enable the Company, and the London and North Western, and Lancashire and Yorkshire Railway Companies, or either of them, to make and carry into effect agreements with respect to

the running over and use by the Company of so much of the said joint railway as aforesaid, and as to the ownership, use, management, and maintenance of the said joint station and works, and conveniences connected therewith, and as to any extension or enlargement thereof, or otherwise in relation thereto, or to the accommodation to be afforded to the Company within the said station, and to confirm all or any agreements made or to be made between the Company and the said other Companies with relation to the matters aforesaid, prior to the passing of the said intended Act:

To alter, amend, or enlarge or, if need be, to repeal all or some of the powers or provisions of the several Acts following, or some of them, relating to the Midland Railway Company (that is to say): 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 83, and 113; 16 Vict., cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 130, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 182, and 183; 27 and 28 Vict., caps. 164, 230, 231, and 245; 28 and 29 Vict., caps. 93, 327, 335, and 359; 29 Vict., cap. 90; 29 and 30 Vict., caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict., caps. 27, 170, 185, and 207; 31 and 32 Vict., caps. 43 and 49; 32 and 33 Vict., caps. 25, 83, and 115; 33 and 34 Vict., cap. 63; 34 and 35 Vict., caps. 11, 39, 86, and 192; and 35 and 36 Vict., caps. 57, 118, 140, 178, and 182; 36 and 37 Vict., caps. 54, 153, 187, and 210; and any other Act or Acts relating to the Midland Railway Company, and of the following Acts relating to the London and North Western Railway Company, namely:— 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict., cap. 67; 9 and 10 Vict., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 243, 259, 261; 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 183, 228, 236, 270, 273, and 294; 11 and 12 Vict., caps. 58, 60, and 130; 12 and 13 Vict., cap. 74; 13 and 14 Vict., cap. 36; 14 Vict., cap. 23; 14 and 15 Vict., cap. 94; 15 Vict., caps. 98 and 105; 16 and 17 Vict., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict., caps. 201 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict., caps. 5, 108, 177, 208, and 217; 27 and 28 Vict., caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict., caps. 333, 334, 22, 72, 110, 193, 260, 267, and 316; 29 and 30 Vict., caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict., caps. 94, 95, 113, 144, and 151; 31 and 32 Vict., caps. 21, 38, 49, and 118; 32 and 33 Vict., caps. 78, 108, 109, and 115; 33 and 34 Vict., caps. 79, 84, 112, and 118; 34 and 35 Vict., caps. 12, 64, 86, 114, 183, and 192; 35 and 36 Vict., caps. 87, 134, and 140; 36 and 37 Vict., caps. 156, 174, 179, 187, 193, 201, and 225; and any other Acts relating to the London and North-Western Railway Company; and of the following Acts relating to the Lancashire and Yorkshire Railway Com-

pany, namely, local and personal Acts 1 and 2 Will. IV., cap. 60; 2 Will. IV., cap. 69; 5 Will. IV., cap. 30; 6 and 7 Will. IV., cap. 111; 7 Will. IV., cap. 24; 1 Vict., cap. 25; 2 and 3 Vict., cap. 55; 4 Vict., cap. 25; 7 Vict., caps. 16 and 34; 7 and 8 Vict., caps. 60 and 82; 8 and 9 Vict., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vict., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vict., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vict., caps. 71 and 115; 12 and 13 Vict., caps. 50, 71, and 74; 13 and 14 Vict., caps. 83, 95, and 99; 14 and 15 Vict., caps. 46, 56, and 89; 15 Vict., cap. 96; 15 and 16 Vict., cap. 132; 16 and 17 Vict., caps. 163 and 211; 17 Vict., caps. 58 and 59; 17 and 18 Vict., cap. 117; 21 and 22 Vict., caps. 106 and 143; 22 and 23 Vict., caps. 110 and 129; 24 and 25 Vict., caps. 34, 36, 37, 50, and 101; 25 and 26 Vict., cap. 97; 26 and 27 Vict., cap. 5; 27 and 28 Vict., caps. 32, 55, 80, 270, and 273; 28 and 29 Vict., caps. 21 and 332; 28 Vict., cap. 23; 29 Vict., caps. 43, 44, and 71; 30 Vict., cap. 95; 30 and 31 Vict., cap. 136; 31 and 32 Vict., caps. 64 and 114; 32 and 33 Vict., cap. 78; 33 and 34 Vict., caps. 79, 80, 84, and 141; 34 and 35 Vict., caps. 64, 70, and 170; 35 and 36 Vict., cap. 116; and 36 and 37 Vict., caps. 179 and 187; and any other Acts relating to the Lancashire and Yorkshire Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railways, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and an ordnance map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish with a parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish at his residence, and that all such deposits will be made on or before the 30th day of November instant, and will be accompanied by a copy of this notice.

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

Dated this 10th day of November, 1873.

Beale, Marigold, and Beale, 28, Great George-street, Westminster, Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1874.

Tendring Hundred Railway.

(Provisions as to Capital and Debts of Company—Creation of Special Stocks—Powers affecting the Creditors of the Company—Alterations of Board of Directors—Amendment of Acts.)

NOTICE is hereby given, that the Tendring Hundred Railway Company (who are herein referred to as the Company) intend to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following among other purposes:—

To alter, amend, and enlarge some of the powers and provisions of the following Acts, namely, "The Tendring Hundred Railway Act, 1859;" "The Tendring Hundred Railway Act,

1862;" "The Tendring Hundred Railway Extension Act, 1863;" "The Tendring Hundred Railway Acts Amendment Act, 1864;" and "The Tendring Hundred Railway Act, 1867."

To alter, re-arrange, and define, and to authorise the consolidation of the original and extension capitals of the Company, and to alter, regulate, and define the rights privileges, and position of the several classes of shareholders in the Company, and to merge in one undertaking the two undertakings of the Company, and to alter the existing provisions of the Acts as to the appointment and number of the directors.

To make provision for the payment or other satisfaction of the debts and liabilities of the Company.

To authorise the Company to raise, by the creation and issue of debenture and other such like stock or stocks, such an amount as will or may be necessary to enable the Company to pay off and discharge all or some of the debts, liabilities, and obligations of the Company, and to defray the expenses incurred, and to be incurred, in the management of the affairs of the Company, and to declare that the debenture or other stock or stocks so to be created shall be a first or other charge upon the undertaking of the Company, and be entitled to such other advantages as the Bill may define, or Parliament may prescribe.

To require the existing bondholders and mortgagees of the Company to convert their bonds and mortgages, and any unpaid interest due thereon, into debenture stock, or such other stock as the Bill may authorise to be created, of such amount and amounts, and bearing such interest, and to be issued upon such terms and conditions as the Bill or Parliament may prescribe, or to extend the time for payment or the principal of such bonds and mortgages, and the interest thereon, and to alter the present position of the bondholders and mortgagees, and also to require all the other creditors of the Company to accept payment and satisfaction of their debts in and by one or other of such stocks so to be authorised and created, with such interest thereon as may be provided for by the Bill or be prescribed by Parliament.

To stay proceedings in a suit of Josselyn against the Company now in prosecution in the Court of Chancery, and all other suits and proceedings against the Company in the said court, and in every other court, whether of law or in equity, and to make provision for the costs of those proceedings, and for the discharge of the order in the said suit of Josselyn against the Company, appointing a receiver, and to direct how any moneys in the hands of the said court and of the said receiver, and how any other assets of the Company, or to which they may be entitled, shall be applied.

To compel all the preference shareholders of the Company to accept, in lieu of their shares, such amount of one or other of the stocks to be so created and authorised as the Bill may define or Parliament prescribe.

To vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 8th day of November, 1873.

Philbrick and Middleton, Colchester, Solicitors for the Bill.

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

North Eastern Railway (Additional Powers).

New roads and footpaths and stopping up and alteration of existing roads and footpaths at Hull, Middlesbrough, Stockton-on-Tees, and Bishop Wearmouth; widening Railway and Bridge at Leeds; conversion of part of North Shields Tunnel into open cutting; acquisition or vesting in Company of Kiltonthorpe and Chaloner Branch Railways; purchase of additional lands; alteration of Hartlepool, West Hartlepool, Tyne, and Middlesbrough Dock Tolls, and of Tolls on Railway; abandonment of portions of Cleveland and of Eden Valley Railways; Subscription to Hull Docks, and Leeds, Castleford, and Pontefract Junction Railway; repeal or alteration of provisions in Hull and Hornsea Railway Amalgamation Act; Additional Capital; Amendment of Acts, and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the North Eastern 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 in the parish of Holy Trinity, in the town and county of the town of Kingston-upon Hull, the new road or street and footpath hereinafter described, that is to say:

1. A new road or street, commencing from and out of English-street, at a point thereon about 193 yards east of St. James's-street where that street crosses English-street, and terminating by a junction with Lister-street at or near the point of junction therewith of Cogan-street, and when the said new road is completed and opened to the public to stop up and discontinue as a public road, and extinguish all rights of way over, and appropriate to the purposes of the Company so much of English-street as lies between the commencement of the said new road and Bath-place.

2. A new footpath commencing from and out of the Humber Bank footpath at a point thereon about 50 yards east of Alfred-street, and terminating by a junction with Kingston-street at a point thereon about 25 yards east of the western termination of Kingston-street, and when the said new footpath is completed and opened to the public, to stop up and discontinue as a footpath and extinguish all rights of way over, and appropriate to the purposes of the Company, so much of the Humber Bank footpath as is situate eastwards of the point of commencement of the new footpath.

To empower the Company to make in the township of Linthorpe and parish of Middlesbrough, in the North Riding of the County of York, the new roads and alteration of levels of road hereinafter described, that is to say:—

1. A new road commencing from and out of Marsh-street at a point thereon about 180 yards measured along that street in a southerly direction from the main line of the Company's railway, between Stockton-on-Tees and Middlesbrough, where it crosses the said street on the level, and terminating on the north-westerly side of the said main line at a point about 135 yards, measured in a north-easterly direction, from the said level crossing. And when the said new road is completed and opened to the public to stop up and discontinue as a road and appropriate to the purposes of the Company, so much of the existing road as is crossed by the railway on the level and as lies within the boundaries of the Company's property, or to the extent shown on the plans to be deposited as hereinafter mentioned, and to extinguish all rights of way over the same.

2. A new road commencing from and out of the last-mentioned intended road, at a point thereon about 153 yards from the commencement thereof,

thence passing over the Company's siding lines near their mineral office on the north-western side of those siding lines, and terminating at a point about 47 yards, measured in a south-westerly direction, from the said mineral office. And when the said new road is completed and opened to the public, to stop up and discontinue as a road, and appropriate to the purposes of the Company, so much of the existing road in continuation (north-westwards) of Marsh-street, as lies within the boundaries of the Company's property, and to extinguish all rights of way over the same.

3. An alteration of the levels of Newport-street from the point where the first mentioned intended new road, in the said township of Linthorpe, will cross it to a point on Newport-street, about 63 yards, measured along that road, from its junction with Marsh-street.

To empower the Company to make, in the township of Stockton and parish of Stockton-upon-Tees, in the county of Durham, the new road and footpaths hereinafter described, that is to say:—

1. A new road commencing from and out of the road called Bowesfield-lane, at a point thereon distant about 154 yards, measured along the road in a southerly direction from the main line of the North-Eastern Railway from Darlington to Stockton-on-Tees, where it crosses the said road on the level, and terminating at a point on the said road distant about 126 yards, measured along the road in a northerly direction from the said main line, where it crosses the said road, and when the said new road is completed and opened to the public, to stop up and discontinue as a road, and appropriate to the purposes of the Company, so much of the existing road as lies within the boundaries of the Company's property, or to the extent shown on the plans to be deposited as hereinafter mentioned, and to extinguish all rights of way over the same.

2. A new footpath on the south side of the Company's main line of railway from Darlington to Stockton-upon-Tees, commencing from and out of the last-mentioned proposed new road, at a point thereon about 125 yards from the commencement thereof, and terminating by a junction with the existing footpath from Bowesfield-lane, which crosses the Company's Hartburn Curve and their said main line at or near the southern boundary of the Company's property, where crossed by the said footpath, and, when the said new footpath is completed and opened to the public, to stop up and discontinue as a public footpath, and extinguish all rights of way over so much of the said existing footpath as is situate between Bowesfield-lane and the point of termination of the proposed new footpath, and to empower the Company to appropriate to the purposes of their undertaking so much of the said existing footpath as lies within the boundaries of their property.

3. A new footpath commencing from and out of Bridge-road, at a point thereon about 55 yards in a south-easterly direction from the Company's Branch to Stockton Quay, where it crosses the said road on the level, and terminating by a junction with the existing footpath from Bridge-road, which crosses the Company's said branch and goods yard at or near the point where that footpath enters a field belonging to Joseph Dodds, Joseph Richardson, and John Stevenson, in the occupation of Joseph Ventris; and when the said new footpath is completed and opened to the public, to stop up and discontinue as a public footpath, and extinguish all rights of way over, and appropriate to the purposes of the Company, so much of the said existing footpath as is situate between Bridge-road and the point of termination of the said new footpath.

To empower the Company to make a new road or street in the township and parish of Wear-Bishop

mouth, in the county of Durham, commencing from, and out of, High-street West, at a point thereon about 12 yards measured in a westerly direction from where Union-street joins High-street West, and terminating by a junction with Brougham-street, at a point thereon about 18 yards measured in a westerly direction from where Union-street joins Brougham-street; and when the said new road or street is completed and opened to the public, to stop up Union-street, and discontinue it as a road, and extinguish all rights of way over it, and appropriate it to the purposes of the Company, and also to stop up and discontinue as a road and extinguish all rights of way over, and appropriate to the purposes of the Company so much of St. Thomas-street as extends from its junction with Union-street to a point about 25 yards measured along St. Thomas-street from the centre of Union-street.

To enable the Company to make all necessary approaches and other works in connection with the proposed new and alterations of existing roads, streets, and footpaths, and to stop up, discontinue, and extinguish all rights of way over and into the portions of roads, streets, and footpaths, to be altered respectively, and over or into all or any of the roads or streets communicating therewith respectively.

To empower the Company within the township of Wortley, and parish of Leeds, in the West Riding of the county of York, to widen their Leeds Northern Railway and the bridge which carries it over Wellington road, and to lay down additional lines alongside that railway, which widening will extend from a point distant about 125 yards, measured in an easterly direction, from the centre of Wellington road to a point distant about 85 yards, measured in a westerly direction from the centre of that road.

To empower the Company within the townships of Chirton and Tynemouth, or one of them, and parish of Tynemouth, in the county of Northumberland, to convert into open cutting portions of the North Shields Tunnel, on their Newcastle and North Shields Railway between Norfolk street and Hudson street.

To enable the Company to purchase and acquire, or otherwise to vest or provide for the vesting in them, as part of their undertaking, with power to maintain and to lay down additional rails on the Branch Railway situate in the township of Kilton and parish of Skelton, in the North Riding of the county of York, called the Kiltonthorpe Railway, which forms a junction with the Cleveland Railway of the Company; and the Branch railway, situate in the townships of Pinchinthorpe, Hutton Low Cross, and Guisbrough, and parish of Guisbrough, in the said North Riding, called the Chaloner Branch, which connects the Company's Middlesbrough and Guisbrough Railway with their Cleveland Railway, and the lands on which the same railways have been respectively constructed, together with the sidings, works, and conveniences connected therewith respectively, and to authorize the Company to levy tolls, rates, and duties for or in respect of the use of and for the conveyance of traffic on the said railways, and to confer on the Company further powers in reference to the said railways respectively, and to extend and make applicable to those railways the provisions and exceptions of the 55th section of the Local Government Act, 1858, with respect to land used as a railway constructed under the powers of any Act of Parliament for public conveyance, as if the said railways had been so constructed.

To authorize the Company to purchase, by compulsion or otherwise, lands, houses, and buildings, for all or any of the purposes aforesaid, and also

for sidings and purposes connected with their undertaking, or for the accommodation of the traffic thereof, the lands, houses, and buildings following, that is to say:—

In the township and parish of St. Mary Bishop-hill Junior, in the county of the city of York, certain lands and buildings near to the Company's new coal depôts and waggon shops at York, and on the north-east side of the main line of the North Eastern Railway, and lying between that railway and the York new station lines of railway now in course of construction.

In the township of Holgate and parish of St. Mary Bishophill Junior, in the west riding of the county of York, certain lands on the northern side of the York new station lines of railway, and adjoining Holgate Beck.

In the said township and parish of St. Mary Bishophill Junior, in the county of the city of York, and in the said township of Holgate and parish of St. Mary Bishophill Junior, in the said west riding, certain lands on the western side of and adjoining the North Eastern Railway, and extending from a point about 190 yards westwards of the footbridge, carrying the public footpath from Holgate over that railway to the lane leading from the York and Boroughbridge-road to the Acomb Landing.

In the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull.

Certain lands, houses, and buildings adjoining Manor-house-street on the east, Cogan-street on the west, Kingston-street on the north, and Bath-place on the south, including the sites of Manor-house-street and Bath-place, and of so much of Cogan street as lies between the point where that street joins Kingston-street and Bath-place, and to stop up and discontinue as public roads, and extinguish all rights of way over, and appropriate to the purposes of the Company the said streets and portion of street respectively, and certain lands, houses, and buildings, bounded on the east by Cogan-street, on the north by Lister-street, and on the south by English-street, and certain lands, houses, and buildings on the south of and adjoining English-street; and certain lands, houses, and buildings on the west side of and in part adjoining St. James's-street, and in other part adjoining the Humber Bank footpath, including the site of a portion of St. James's-street at its southern terminus, and to stop up and discontinue as a road, and extinguish all rights of way over, and appropriate to the purposes of the Company the said portion of St. James's-street.

In the townships of Wortley and Armley and parish of Leeds, in the West Riding of the county of York, certain lands, situate between the Leeds and Bradford Line of the Midland Railway, and the Leeds Northern Line of the North-Eastern Railway, and also certain other lands near thereto, situate on the eastern side of and adjoining the said Leeds Northern Line, and north-west of the bridge carrying the Armley-road over the said lines.

In the township of Wortley, and parish of Leeds aforesaid, certain lands, houses, and buildings, bounded on the north-east by Armley-road, on the south-west by the Leeds Northern Line of the North-Eastern Railway, and on the south-east by Wellington Road, including the sites of Devonshire Street, Londesborough Street, Douro Street, Neill Street, Bushire Street, Lucknow Street, and Cawnpore Street.

In the township and parish of Pickering, in the North Riding of the county of York, certain lands, houses, and buildings on the west side of the Company's Railway, and south of and adjoining, or near to, their Pickering Railway Station.

In the township and parish of Great Driffield, in the East Riding of the county of York, certain lands and houses on the north side of the Company's Railway from Hull to Bridlington, and near to the Driffield Station thereon, bounded on the south by the said railway, on the east by a beck, on the north by Witty's Laue, and on the west by St. John's Laue, including the site of St. John's Lane, or part thereof, and to stop up and discontinue as a road, and extinguish all rights of way over, and appropriate to the purposes of the Company, so much of St. John's Lane as lies between Witty's Lane and the said railway, and as is crossed by the said railway on the level.

In the townships of Redworth and Middridge Grange and parishes of Heighington and St. Andrew Auckland, in the county of Durham, certain lands near the Shildon Engine Works, on the north and south sides of and adjoining the Company's Branch Railway to those works.

In the township of Stockton and parish of Stockton-upon-Tees aforesaid, certain lands extending from Bridge Road, along, and on the south-eastern side of the Company's coal depôts and Branch to Stockton Quay, and certain lands on the east side of and partly adjoining the Leeds Northern Line of the North-Eastern Railway, the southern boundary of which lands is about thirty-three yards north of the public footpath leading from Stockton-on-Tees to Leadpipe Hall.

In the township of Hartlepool and parish of Hart, in the county of Durham, certain lands, houses, and buildings on the north-east side of the Company's Hartlepool branch, and lying between that branch and Northgate-street, and between that branch and Commercial-street, and extending from where the boundary of the township of Hartlepool crosses Northgate-street, to or near to the northern end of Bond-street, and including the site of North-place.

In the township of Westoe and parish of Jarrow, in the township of Durham, certain lands, houses, and buildings, at and near Low Simonside, and lying between the Company's Pelaw and Tyne Dock branch and Leam-lane and the road leading from East Jarrow to that lane.

In the township and parish of Bishop Wearmouth, in the county of Durham, certain lands, houses, and buildings, situate on the west side of Union-street, and extending from High-street West to Brougham-street, including the sites of Union-street, and of parts of Middle-street, South-street, Northumberland-street, Brougham-street, and St. Thomas-street.

In the township of Monkwearmouth Shore and parish of Monkwearmouth, in the county of Durham, certain lands, houses, and buildings, called Ropery-row, and certain private lines of railway near thereto, situate on the west side of the Company's Monkwearmouth goods yard and station, and including the sites of the roads or streets called Ropery-row and Back Edmundson-street, or parts thereof respectively.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands, houses, or buildings 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 those purposes, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorize the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, footpaths, rivers, streams, canals, navigations, railways, tramroads, bridges, and other works within or adjoining the parishes, townships, and extra-parochial or other places

aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, or interfere with, for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

To make provision for the maintenance and repair of all or any of the roads or footpaths to be constructed or altered under the authority of the intended Act.

To alter, as respects the exercise of the powers of compulsory purchase, for the purposes of the proposed works, or some of them, the provision contained in section 92 of "The Lands Clauses Consolidation Act, 1845," so as to relieve the Company from all liability to take the whole of any house, or other building or manufactory, if they take any part thereof.

To repeal, alter, or vary all or some of the tolls, rates, or duties now leviable by the Company at or in respect of their docks at Hartlepool and West Hartlepool, or either of them, and the works and conveniences connected therewith respectively, and to empower the Company to levy other tolls, rates, and duties in lieu thereof, or in addition thereto, and to confer, vary, or extinguish exemptions from the payment of all or any of such tolls, rates, or duties, and other rights and privileges.

To alter, amend, or extend, the provisions of "The Jarrow Dock and Railway Act, 1854," and "The North-Eastern Railway Company's Act, 1869," with reference to the rates, tolls, and duties leviable by the Company at or in respect of their Tyne docks and their Middlesbrough docks, and to empower the Company to levy tolls, rates, and duties for or in respect of the use of staiths, quays, wharves, and other works and accommodation provided by them at or in connection with those docks respectively.

To repeal or alter so much of section 32 of "The North-Eastern Railway Company's Act, 1854," as limits the toll or charge to be made for or in respect of the conveyance of animals, and the use of waggons or trucks for the conveyance of cattle or sheep, and, if thought fit, to make other provisions in lieu thereof.

To authorize the Company to abandon and discontinue the maintenance of that portion of their Cleveland Railway in the townships of Normanby, Upsall, and Guisborough, and parishes of Eston, Ormesby, and Guisborough, in the North Riding of the County of York, which lies between a point about 350 yards south of Messrs. Bell Brothers Normanby Mines Spouts, and the Company's Middlesbrough and Guisborough Railway, except so much thereof as extends for a distance of about 100 yards in a westerly direction, and for a distance of about 100 yards in an easterly direction from the junction therewith of the Chaloner Branch Railway, and also to abandon and discontinue the maintenance of so much of the Eden Valley Railway of the Company, authorized by "The Eden Valley Railway Act, 1858," in the township and parish of Clifton, in the county of Westmoreland, as extends for a distance of about 1,320 yards measured along that Railway in an easterly direction, from the junction thereof with the Lancaster and Carlisle Railway, near the Clifton Station thereon, and either to retain for the purposes of the Company, or to sell all or any of the lands over which the portions of railway to be abandoned have been constructed, and any lands of the Company adjoining or near thereto respectively.

To authorize the Company to subscribe towards and hold shares in the respective undertakings of the Dock Company at Kingston-upon-Hull, and the Leeds, Castleford, and Pontefract Junction

Railway Company, and to vote at meetings and appoint directors of those Companies respectively, and to have and exercise other powers, rights, and privileges in respect of the undertakings of those Companies respectively.

To repeal, alter, or amend the provisions of "The North-Eastern Hull and Hornsea Railway Amalgamation Act, 1866," with respect to the period of time therein called the trial period and the separate accounts to be kept during that period, and to the determination of such period and the rate of dividend which from the determination thereof the proprietors of shares in the Hull and Hornsea capital of the Company are to be entitled to receive in respect of the shares held by them in the said capital, and to make other provisions in lieu of the provisions so repealed, altered, or amended.

To authorize the Company to apply any moneys which they have raised, or are, or may be authorized to raise under any other Acts of Parliament to, and to raise by the creation of new shares or stock, and by borrowing, further sums of money for, the purposes of the intended Act, and also for the general purposes of the Company; and to authorize the assigning to all or any of such new shares or stock, such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise, over or *pari passu* with all or any other classes or class of shares or stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of the intended Act.

And notice is hereby further given that, on or before the 29th day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans and a copy of this notice, as published in the "London Gazette," will be deposited for public inspection with the several clerks of the peace following, that is to say:—As regards the works and lands in the town and county of the town of Kingston-upon-Hull, with the Clerk of the Peace for that town and county, at his office in Kingston-upon-Hull; as regards the works and lands in the North Riding of the county of York, with the Clerk of the Peace for the said North Riding, at his office at Northallerton; as regards the works and lands in the county of Durham, with the Clerk of the Peace for that county at his office in the city of Durham; as regards the works in the county of Northumberland, with the Clerk of the Peace for that county, at his office at Newcastle-upon-Tyne; as regards the works and lands in the West Riding of the county of York, and the lands partly in that Riding and partly in the county of the city of York, with the Clerk of the Peace for the said West Riding, at his office at Wakefield; as regards the lands in the county of the city of York, and partly in that county and partly in the said West Riding, with the Clerk of the Peace for the city of York, and county of the same city, at his office in the city of York; and as regards the lands in the East Riding of the county of York, with the Clerk of the Peace for that Riding, at his office at Beverley; and that on or before the said 29th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed works are intended to be made, or within which the said lands 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 adjoining parish at his place of abode.

And it is proposed by the intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and

personal Acts of Parliament following, that is to say:—2 Will. IV, cap. 67; 4 Will. IV, cap. 56; 6 Will. IV, cap. 76; 3 and 4 Vict., cap. 109; 8 and 9 Vict., cap. 47; 15 and 16 Vict., cap. 142; 17 and 18 Vict., caps. 164 and 211; 20 and 21 Vict., cap. 33; 21 Vict., cap. 14; 21 and 22 Vict., cap. 114; 24 and 25 Vict., caps. 183 and 244; 26 Vict., cap. 31; 26 and 27 Vict., cap. 122; 28 Vict., cap. 111; 28 and 29 Vict., cap. 368; 29 and 30 Vict., cap. 187; 32 and 33 Vict., cap. 105; and 33 Vict., cap. 7; respectively relating to the Company and its undertaking. The Kingston-upon-Hull Dock Acts of 1774, 1802, 1805, 1844, 1845, 1847, 1849, 1854, 1861, 1864, 1866, 1867, and 1873, and any other Acts relating to the Dock Company at Kingston-upon-Hull: and "The Leeds, Castleford, and Pontefract Junction Railway Act, 1873," and the several Acts in the before-mentioned Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament which it may be necessary to repeal, alter, or amend for the purposes to be authorized by the intended Act, and to make other provision in lieu of the provisions so repealed, altered, or amended.

On or before the 20th day of December next, printed copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

Richardson, Gutch, and Co., Solicitors,
York.

In Parliament—Session 1874.

Ealing, Acton, and City Railway.

(Incorporation of Company—Railways between Hammersmith and City Railway and Great Western and Brentford Railway—Running Powers over Great Western and Brentford Railway—Use of Southall and Brentford Stations—Power to Metropolitan and Great Western Railway Companies to execute purposes of Bill instead of new Company, or to contribute and make Working Arrangements—Agreements between Company and Metropolitan and Great Western Railway Companies—Amendment of Acts.)

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

To incorporate a company (herein referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

(No. 1.) A railway (hereinafter referred to as "Railway No. 1") commencing in the parish of Saint Peter and Saint Paul, Hammersmith, in the county of Middlesex, by a junction with the Hammersmith and City Railway, such junction being made at a point about 88 yards measured in a north-easterly direction from the north-eastern corner of the eastern abutment of the bridge which carries the Hammersmith and City Railway over Wood-lane, and terminating in the parish of Acton, in a certain field situate on the western side of and adjoining Acton-lane, and on the northern side of and adjoining Bollo Bridge-road.

(No. 2.) A railway (hereinafter referred to as "Railway No. 2") commencing at the termination of Railway No. 1, in the parish of Acton, and terminating in the parish of Hayes, by a junction with the Great Wes-

tern and Brentford Railway, at a point on that railway about 770 yards, measured in an easterly direction from the centre of Windmill-bridge, which bridge carries Windmill-lane over the Grand Junction Canal.

(No. 3.) A railway (hereinafter referred to as "Railway No. 3") wholly in the parish of Acton, commencing at the termination of the hereinbefore described Railway No. 1, and terminating by a junction with the North and South Western Junction Railway at a point about 140 yards, measured in a southerly direction along the said railway, from the southern abutment of the bridge, which carries the North and South Western Junction Railway over the Uxbridge-road.

(No. 4.) A railway (hereinafter described as "Railway No. 4") commencing by a junction with Railway No. 2, at or near the westernmost corner of a certain field adjoining and on the western side of Boston-lane, in the parish of Hanwell, and also adjoining and on the northern side of the approach road from Boston-lane to Park Farm, and terminating in the parish of Hayes, by a junction with the Great Western and Brentford Railway, at or near a point measuring along the said railway, in a south-easterly direction distant about 160 yards from the mile post numbered 2, and indicating 2 miles from the junction of the Great Western and Great Western and Brentford Railway.

And which several intended railways and the works connected therewith respectively will be made and maintained from, in, through, or into the parishes, townships, and extra-parochial places following, or some of them (that is to say):—Saint Peter and Saint Paul, Hammersmith, Acton, Gunnersbury, Ealing, Little Ealing, Hanwell, Norwood, and Hayes, all in the county of Middlesex.

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

To enable the Company and all companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or may be settled by arbitration, or defined by the Bill, the undertaking of the Great Western and Brentford Railway Company between the point of junction of Railway No. 1 and the Southall station of the Great Western Railway Company, together with the use of that station, or some parts thereof. And also between the point of junction of Railway No. 3 and the Brentford station of that Company, together with the use of that station or some parts thereof, together with all stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith.

The Bill will or may authorise the Metropolitan and Great Western Railway Companies to execute and maintain the proposed railways and works as

part of their own undertakings or the undertaking of the Hammersmith and City Railway, and to exercise the powers proposed to be granted to the Company, and either independently and instead of the Company, or jointly with the Company in such proportions, and upon such conditions, and with such restrictions as the Bill shall define or may be agreed upon between the Company and the Metropolitan and Great Western Railway Companies, or either of them, under the authority of the Bill; and will or may also enable the Metropolitan and Great Western Railway Companies, or either of them, to maintain, use, and work the hereinbefore described railways, if and when made by the Company, and to subscribe or contribute funds towards the construction and maintenance of the said intended railways and works, or some part or parts thereof, and to guarantee such interest, dividends, and annual and other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between the Company and the Metropolitan and Great Western Railway Companies, or either of them, and to take and hold shares in the capital of the Company, and to apply for the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to the Metropolitan and Great Western Railway Companies, or under the control of their directors, and (if they should think fit) to raise additional capital by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by any of those means; and if the Bill shall so prescribe, or the Metropolitan and Great Western Railway Companies shall hereafter so determine, to attach the additional capital to the undertaking proposed in the Bill, without participation in the profits or revenue of the Metropolitan and Great Western Railways respectively, or with only a limited participation therein.

To enable the Company on the one hand, and the said Metropolitan and Great Western Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the rents, payments, allowances, rebates, and drawbacks 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.

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 amend and enlarge the powers and provisions of the following Acts relating to the Metropolitan Railway Company, and bearing its name, passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872,

and 1873, and also of the following Acts relating to the Great Western Railway Company—videlicet, the local and personal Acts 5 and 6 William IV., cap. 107; "The Great Western Railway (West Midland Amalgamation) Act, 1863;" "The Great Western Railway (South Wales Amalgamation) Act, 1863;" and also the following Acts relating to the Great Western and Brentford Railway—videlicet, 18th and 19th Victoria, cap. 191; and also the following Acts relating to the Hammersmith and City Railway—videlicet, 24th and 25th Victoria, cap. 164; 26th and 27th Victoria, cap. 172; the 28th Victoria, cap. 101; and of any other Act or Acts relating to the said Companies respectively.

Duplicate plans and sections, describing the line, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place 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:—As regards the parish of Saint Peter and Saint Paul, Hammermith, with the Clerk of the Fulham District Board of Works, at his office at the Broadway, Hammersmith; and in the case of each other parish, 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 20th day of December next.

Dated this 14th day of November, 1873.

In Parliament—Session 1874.

Minster and Ramsgate Junction Railway.

(Incorporation of Company; Construction of Railways from the London, Chatham, and Dover Railway at Ramsgate to the South Eastern Railway at Minster; Compulsory purchase of Lands, Tolls, Working, &c. Agreements with, and Powers of Subscription and Construction to, South Eastern, and London, Chatham, and Dover Railway Companies; Amendment of Acts and other purposes.)

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

A Railway No. 1, commencing by a junction with the London, Chatham, and Dover Railway, at a point in the centre of that railway at the

termination thereof, at Ramsgate, and terminating at a point on the seashore, at Ramsgate, where an imaginary line drawn in continuation of a line passing along the centre of the street in Ramsgate, known as Addington-street, would intersect an imaginary line drawn in continuation of the inner wall of the quays dividing the inner basin from the outer harbour of Ramsgate.

A Railway No. 2, commencing at the point described as the terminus of the intended Railway No. 1, and terminating by a junction with the South Eastern Railway at a point in the centre thereof on the east side of the Sevenscore Level Crossing on that railway in the parish of Minster, and which proposed railways will pass from, in, through, or into the parishes, townships, and extra-parochial places following, or some of them, that is to say:—Ramsgate, Minster, and St. Lawrence, all in the county of Kent.

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

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

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

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

To enable the Company, and the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or one of them, to enter into agreements for the management, use, working, and maintenance of the intended railways and works, or any part thereof, the supply of any rolling and working stock, and of officers and servants for the conduct of the traffic on the intended railways; the payments to be made and the conditions to be performed with respect to the matters aforesaid; the interchange, accommodation, conveyance, and delivery of traffic from or destined for the railways of the Company and the railways of the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company, or any railway leased or worked by them, or either of them, and the fixing and division between the Company and the Minster and Ramsgate Junction Railway Company, of the receipts arising from such traffic; and for

otherwise carrying into effect the objects and purposes of the said intended Act.

And it is also proposed by the said intended Act to authorize and empower the South Eastern Railway Company; and the London, Chatham, and Dover Railway Company, or one of them, out of their corporate or other funds, or out of other money to be raised under the powers of the said intended Act to take shares in and to subscribe for and towards the making, maintaining, working, and using of the said intended railways and works, or any part thereof, and also to raise money by sale or mortgage of any part of their respective undertakings, and to increase their capital by the creation of new or additional shares, with or without any preference or priority, in payment of dividends, or by such other ways and means as may be prescribed by the proposed Act; and the Bill will enable the South Eastern Railway Company, and the London, Chatham and Dover Railway Company, or one of them, to execute the railways and works hereinbefore described, and will confer on those Companies, or one of them, all the powers described in this Notice, or such of those powers as may be needful, including the power of raising capital for the purposes of the railways and works to be authorized by the said Bill by the issue of ordinary or preferential shares or stock, and by borrowing on mortgage or otherwise.

To alter, amend, extend, and enlarge, and if need be, to repeal the powers and provisions of the following Acts (local and personal), that is 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; 36 and 37 Vic., cap. 14; and all other Acts relating to the London, Chatham, and Dover Railway Company; 6 and 7 Will. 4, cap. 75; and all other Acts relating to the South-Eastern Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, and an Ordnance map, with the line of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 29th day of November instant, as follows, that is to say, with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county; and that a copy of so much of the said plans and sections and books of reference as relates to the several Parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this Notice, as published in the London Gazette, will, on or before the said 29th day of November, be deposited with the parish clerk of each such parish, at his place of abode; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his place of abode.

And notice is hereby further given, that printed copies of the proposed Bill will, on or before the 20th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

Harrisons, Walbrook, Solicitors for the Bill.

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

North-Eastern Railway (New Lines).

Construction of Railways at York, between Hull and Kirk Ella, Pickering and Seamer, and Middlesbrough and Hartlepool, near Durham, and at South Shields and Tweedmouth.—Agreements with York Corporation and Berwick Harbour Commissioners; Alteration of Tolls; Additional Capital; Amendment of Acts and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by the North-Eastern Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some of them, that is to say:

To authorize the Company to make and maintain the Railways following and all proper Stations, Sidings, Works, Conveniences, and Approaches connected therewith, that is to say:—

1. A Railway (No. 1) commencing in the township of Clifton and parish of St. Olave, in the North Riding of the county of York, by a junction with the York and Scarborough branch of the North-Eastern Railway, at a point thereon about 93 yards south of the road, called Burton-lane, where it crosses that branch on the level, and terminating in the township and parish of St. Cuthbert, in the county of the city of York, in the Foss Islands, at the fence forming the boundary between the parishes of St. Cuthbert and St. Lawrence, and at a point about 50 yards east of the new road leading from Walmgate Bar to Layerthorpe, which intended railway will 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: Clifton, St. Olave, St. Philip and St. James, St. Michael-le-Belfry, St. Thomas, Huntington, East Huntington, West Huntington, St. Saviour, St. Cuthbert, Heworth, and Holy Trinity Heworth, all in the said North Riding, and St. Giles, St. Saviour, St. Cuthbert, St. Maurice, St. Helen-on-the-Walls, St. Lawrence, St. Margaret; St. Peter-le-Willows, and St. Nicholas, all in the county of the city of York.

2. A Railway (No. 2) commencing in the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull, by a junction with the Hull and Bridlington branch of the North-Eastern Railway at a point thereon about 112 yards north-west of where the Company's Victoria Dock branch crosses that branch on the level, and terminating in the township and parish of Kirk Ella, in the East Riding of the county of York, at the south-east corner of a field belonging to the trustees of the late Charles Whitaker, in the occupation of William Taffender, and distant about 253 yards, measured in an easterly direction, from Wolfreton-house, which intended railway will 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: Holy Trinity, in the said town and county, and Kirk Ella, North Ferriby, Swanland, Cottingham, Anlaby, and Wolfreton, all in the said East Riding.

3. A Railway (No. 3) commencing in the township and parish of Pickering, in the North Riding of the county of York, by a junction with the Whitby and Pickering Branch of the North-Eastern Railway, at a point thereon about 110 yards south of where the road called Paper-mill-lane crosses that branch on the level, and terminating in the township and parish of Seamer, in the said North Riding, by a junction with the York and Scarborough Branch of the North-Eastern Railway, at a point thereon, about 176 yards in a south-westerly direction from where the public road at the Seamer Station crosses the said branch on the level, which intended railway will 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—Pickering, Thornton, Thornton Dale, Ellerburn, Farmanby, Wilton, Allerston, Ebberston, Ruston, Sawdon, Snainton, Brompton, Wykeham, Hutton Bushel, otherwise Hutton Buscel, West Ayton, East Ayton, Irton, and Seamer, all in the said North Riding.

4. A Railway (No. 4) commencing in the township and parish of Middlesbrough, in the North Riding of the county of York, by a junction with the Middlesbrough and Guisbrough Branch of the North-Eastern Railway, at a point thereon, about 66 yards south-east of the junction of that branch with the Middlesbrough and Redcar Railway of the Company, and terminating in the township and parish of Billingham, in the county of Durham, by a junction with the Port Clarence Branch of the North-Eastern Railway, at a point thereon, about 90 yards west of the western end of the Port Clarence Railway Station thereon, which intended railway will pass under the River Tees, and from, in, through, or into the several parishes, townships, and extra parochial or other places following, or some of them, that is to say—Middlesbrough, Ormesby, Marton, Eston, Normanby, West Acklam, and Linthorpe, all in the said North Riding, and Billingham and Cowpon, otherwise Coopen Bewley, in the said county of Durham.

5. A Railway (No. 5) commencing in the township of Normanby and parish of Eston, in the said North Riding, by a junction with the intended railway (No. 4), where it passes under the River Tees, at a point about 20 yards south-east of the terminus of the Normanby Jetty, and terminating in the township and parish of Eston, in the said North Riding, by a junction with the said Middlesbrough and Redcar Railway, at or near the west end of the platform of the Eston Station thereon, which intended railway will pass from, in, through, or into the said townships of Normanby and Eston, and parish of Eston.

6. A Railway (No. 6) commencing in the township and parish of Billingham aforesaid, by a junction with the said Port Clarence Branch, at or near the western side of the bridge which carries that branch over the public road at Haverton-hill and adjoining the Haverton hill Railway Station on the said branch, and terminating in the township of Cowpon, otherwise Coopen Bewley, and parish of Billingham aforesaid, by a junction with the West Hartlepool line of the North-Eastern Railway at a point thereon about 122 yards south-west of the south-western end of the Greatham Viaduct thereon, which intended Railway will pass from, in, through, or into the several townships and parishes following, or some of them, that is to say—Billingham, Cowpon, otherwise Coopen Bewley, and Greatham, all in the county of Durham.

7. A Railway (No. 7) commencing in the township of Brandon and Byshottles and parish of Brancepeth, otherwise in the extra-parochial place between the townships of Elvet and Brandon and Byshottles, in the county of Durham, by a junction with the main line of the North-Eastern Railway, at a point thereon about twenty yards north of the northern abutment of the viaduct carrying the said main line over the River Dearness, and terminating in the township of Broom and parish of St. Oswald, in the said county, by a junction with the Lanchester Valley Branch of the North-Eastern Railway, at or near the point where that branch crosses on the level the occupation road leading from Baxter Wood to Baxter Woodgate, which intended railway will 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—Brandon and By-

shottles, Brancepeth, extra-parochial place between the townships of Elvet and Brandon and Byshottles, St. Oswald, Elvet, and Broom, all in the said county of Durham.

8. A Railway (No. 8) commencing in the township of Broom and parish of St. Oswald, in the county of Durham, by a junction with the Dearness Valley Branch of the North-Eastern Railway, at a point thereon about 107 yards south-west of the junction of that branch with the Bishop Auckland branch of the North-Eastern Railway, and terminating in the said township of Broom and parish of St. Oswald, in the said county, by a junction with the intended Railway (No. 7) at a point in a field belonging to the Ecclesiastical Commissioners for England and the Dean and Chapter of Durham, in the occupation of Samuel Rowlandson and Christopher Rowlandson, about twenty-seven yards west of the Lanchester Valley Branch of the North-Eastern Railway, and about seventy-eight yards, measured in a north-westerly direction, from the fence forming the boundary between the townships of Elvet and Broom, which intended Railway will 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—Elvet, St. Oswald, and Broom, in the said county of Durham.

9. A Railway (No. 9) wholly situate in the township of Westoe and parish of Jarrow, in the county of Durham, commencing by a junction with the Newcastle and South Shields Branch of the North-Eastern Railway, at a point thereon about 60 yards north-east of the booking-office door of the Railway Station thereon, called the South Shields High Station, and terminating on a disused railway, formerly called the Stanhope and Tyne Railway, at a point about 42 yards west of, and measured from the centre of a street called the Long-row, where that railway crosses the same.

10. A Railway (No. 10) commencing in the township of Spittal and parish of Tweedmouth, or in the parish of Holy Island, in the county of the borough and town of Berwick-upon-Tweed, or in the county of Northumberland, by a junction with the main line of the North-Eastern Railway, at a point thereon about 244 yards in a south-easterly direction from where the road called the Cow-road, leading from Spittal to the Belford-road, crosses the said main line on the level, and terminating in the township of Tweedmouth and parish of Tweedmouth or parish of Holy Island, in the county of the borough and town of Berwick-upon-Tweed, or in the county of Northumberland, on the authorized embankment of the Berwick Harbour Commissioners, at a point about 16 yards north-east of the northern extremity of a building lately called the Tower Foundry, and now used as the Berwick-upon-Tweed Waterworks, which intended railway will pass from, in, through, or into, the several townships and parishes following, or some of them, that is to say, Spittal, Tweedmouth, and Holy Island aforesaid.

To authorize the Company to purchase by compulsion or otherwise all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial and other places, and delineated on the plans to be deposited as herein-after mentioned, and any other lands and houses which may be required for the purposes of the proposed railways and works, or for extraordinary purposes connected therewith.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and works, or the

objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorize the crossing on the level, or over, or under, and the diverting, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, footpaths, rivers, streams, canals, navigations, railways, tramroads, bridges, and other works within or adjoining to 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, for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

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

To alter, as respects the exercise of the powers of compulsory purchase, for the purposes of the proposed railways and works, or some of them, the provision contained in section 92 of "The Lands Clauses Consolidation Act, 1845," so as to relieve the Company from all liability to take the whole of any house, or other building, or manufactory, if they take any part thereof.

To enable the Mayor, Aldermen, and Citizens of the city of York to appropriate for the purposes of the intended railway (No. 1) and the works and conveniences connected therewith, any lands belonging to them, and to contribute moneys towards the construction and maintenance of the said railway and works out of their corporate or borough fund, or out of any moneys in their hands, or any rates or moneys which they may be authorized by the Bill to levy or raise or to apply for the purpose, and to enable the Company and the said Mayor, Aldermen, and Citizens to make agreements or arrangements, or to confirm any agreements or arrangements already made in reference to all or any of the matters aforesaid, or to the said railway and works, and to confer upon the Company and the said Mayor, Aldermen, and Citizens such further powers as may be necessary or expedient for the objects or purposes aforesaid or otherwise.

To empower the Company and the Berwick Harbour Commissioners to enter into and carry into effect agreements respecting the appropriation and use of and to enable the said Commissioners to appropriate any lands belonging to them, or for the purposes of the intended Railway (No. 10) and the works connected therewith, and respecting the construction, use, working, maintenance, and management of, and the conveyance of traffic on the said railway and works, and the docks, quays, tramways, staiths, wharves, and other works of the said Commissioners, and the fixing, collecting, and apportionment of the tolls and charges leviable on such traffic, and the division and appropriation of the revenue arising therefrom, or otherwise.

To repeal or alter so much of section 32 of "The North-Eastern Railway Company's Act, 1854" as limits the toll or charge to be made for or in respect of the conveyance of animals and the use of waggons or trucks for the conveyance of cattle or sheep; and, if thought fit, to make other provisions in lieu thereof.

To authorize the Company to apply any moneys which they have raised or are or may be authorized to raise under any other Acts of Parliament to, and to raise by the creation of new shares or

stock, and by borrowing further sums of money for the purposes of the intended Act, and also for the general purposes of the Company; and to authorize the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise, over or *pari passu* with all or any other classes or class of shares or stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of the intended Act.

And notice is hereby further given that, on or before the 29th day of November instant, duplicate plans and sections of the proposed Railways and Works, together with a book of reference to such plans, and an Ordnance 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 several clerks of the peace following, that is to say:—As regards the Railway and Works partly in the North Riding of the county of York, and partly in the county of the city of York, with the Clerk of the Peace for the city of York and county of the same city, at his office in the city of York; as regards the Railways and Works wholly in the said North Riding, and the Railway and Works partly in that riding and partly in the county of the city of York, and the Railway and Works partly in the said Riding and partly in the county of Durham, with the Clerk of the Peace for the said North Riding, at his office at Northallerton; as regards the Railway and Works partly in the town and county of the town of Kingston-upon-Hull, and partly in the East Riding of the county of York, with the Clerk of the Peace for the said town and county, at his office in Kingston-upon-Hull, and also with the Clerk of the Peace for the said East Riding, at his office, at Beverley; as regards the Railways and Works wholly in the county of Durham, and the Railway and Works partly in that county and partly in the said North Riding, with the Clerk of the Peace for the county of Durham, at his office, in the city of Durham; as regards the proposed Railway No. 10, with the Clerk of the Peace for the county of the borough and town of Berwick-upon-Tweed, at his office, in Berwick-upon-Tweed, and with the Clerk of the Peace for the county of Northumberland, at his office in Newcastle-upon-Tyne; and that on or before the said 29th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the proposed Railways and Works are intended to be made, 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; as regards the extra-parochial place between the townships of Elvet and Brandon and Byshottles, with the parish clerk of the adjoining parish of Brancepeth, at his place of abode; and as regards any other extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is proposed by the intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say, 17 and 18 Vict. cap. 211; 26 and 27 Vict. cap. 122; 28 Vict. cap. 111; and 33 Vict. cap. 7, respectively relating to the Company and its undertaking, "The York Drainage and Sanitary Improvement Act, 1853," and "The York Improvement (Foss Abandonment) Act, 1859," and any other Acts relating to the Mayor, Aldermen, and Citizens of the City of York, the Tees Conservancy Acts of 1852, 1854, 1858, 1863, and 1867, "The Berwick-upon-Tweed Harbour Act,

1872," and any other Acts relating to the Berwick Harbour Commissioners and the several Acts in the before-mentioned Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament which it may be necessary to repeal, alter, or amend for the purposes to be authorized by the intended Act, and to make other provision in lieu of the provisions so repealed, altered, or amended.

On or before the 20th day of December next, printed copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873,
Richardson, Gutch, and Co., Solicitors,
York.

In Parliament—Session 1874.

Darenth Valley Tramway.

(Incorporation of Company for making a Tramway from Dartford to Farningham in the county of Kent; Working and other Arrangements; and Amendment of Acts.)

NOTICE is hereby given, that it is intended 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, namely:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the tramways hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

A tramway (No. 1) wholly in the parish of Dartford, commencing at the water frontage of the wharf situated on the eastern bank of the Dartford Creek, and opposite to the confluence of that creek with the Crayford Creek, which wharf is in the occupation of Messrs. Pigou, Wilks, Lawrence, and Company, and terminating near the ford across the said Dartford Creek leading from the eastern bank thereof to the lower waterside in Dartford, at a point 30 yards distant measuring in a south-easterly direction from the southern corner of a house near Frog Island belonging to Mrs. Mary Ann Newman, and in the occupation of William Colechin.

A tramway (No. 2) wholly in the parish of Dartford, commencing by a junction with the intended Tramway No. 1 at the termination thereof before described, and terminating at or near the street door of the dwelling-house in High-street, Dartford, belonging to Henry Pearks, and in the occupation of Robert Henry Parkinson.

A tramway (No. 3), commencing in the parish of Dartford by a junction with the intended Tramway No. 2, at the termination thereof before described, and terminating in the parish of Farningham, at the western corner of a field belonging to William Waring, and in the occupation of William Boys Rashleigh, which field abuts upon the northern side of the main road from Farningham to Wrotham, and upon the northern side of the road leading from Farningham to Eglantine and Horton Kirby, which said intended Tramway No. 3 will be made in and pass from, in, through, or into the parishes and places following, or some of them (that is to say), Dartford, Wilmington, Sutton-at-Hove, Darenth, Horton Kirby, and Farningham.

A tramway (No. 4) commencing in the parish of Farningham by a junction with the intended Tramway No. 3 in a field belonging to Charles Colyer, and in the occupation of

Thomas Blandford, which field abuts upon the northern side of the said road leading from Farningham to Eglantine and Horton Kirby, and is situate about 580 yards, measured along that road, from its junction with the main road from Farningham to Wrotham, and terminating in the parish of Eynsford, in the goods yard of the Eynsford Station of the Sevenoaks, Maidstone, and Tunbridge Railway, which said intended Tramway No. 4 will be made in and pass from, in, through, or into the parishes and places following (that is to say), Farningham and Eynsford.

A tramway (No. 5) wholly in the parish of Horton Kirby, commencing by a junction with the intended Tramway No. 3 in an arable field in the occupation of Robert and John Russell, abutting on the eastern side of the road leading from Saint Mary's Church, Horton Kirby, to the Horton Kirby Paperworks, at a footpath in the said field about 150 yards distant, measured along the path from its junction with the said road, and terminating at or near the southern abutment of the bridge carrying a road over the London, Chatham, and Dover Railway, opposite the entrance to the charitable institution known as "The Home for Little Boys."

A tramway (No. 6) wholly in the parish of Dartford, commencing by a junction with the intended Tramway No. 2, at a point thereon underneath the bridge carrying the South-Eastern Railway over the River Darenth, near the Dartford Print Works, and terminating in the goods yard of the Dartford Station of the South-Eastern Railway at the western corner thereof, and opposite the north-eastern corner of a row of dwelling houses known as Hall-place, Hythe-street.

To enable the Company to form junctions and communications where necessary with the Sevenoaks, Maidstone, and Tunbridge and South-Eastern Railways, and to deviate from the line and levels of the tramways to such an extent as may be necessary or expedient in executing any of the proposed works; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigations, streams, and water courses, so far as may be necessary in constructing or maintaining the said tramways and works.

To purchase lands, houses, and other property, compulsorily and by agreement, for the purposes of the said intended tramway and works, and to acquire easements in, over, or under any such lands, and to levy tolls, rates, and charges in respect of the said tramways and works, and to exercise other rights and privileges.

To enable the Company on the one hand, and the London, Chatham, and Dover and South-Eastern 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 said intended tramways 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 tramways, 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 also with respect to the formation of junctions between their respective undertakings and the construction of sidings and other conveniences at or near to such junctions.

The Bill will vary and extinguish all existign rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railway Clauses Consolidation Acts, 1845 and 1863," and it will so far as may be necessary alter, vary, or repeal all or some of the provisions of the Act 6th William IV., cap. 75, and all other Acts relating to the South-Eastern Railway Company, and the 16 and 17 Vict., cap. 132, and all other Acts relating to the London, Chatham, and Dover Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed tramways and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map with the lines of tramway 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 29th 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, 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 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 with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of an adjoining parish at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 14th day of November, 1873.

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

Leeds New Railway Station.

(Extension and Enlargement of Station—New Approach Road—Stopping up of Existing Road—Power to Enter into Agreements—Additional Capital—Amendment of Acts, and other purposes.)

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

To authorise the North Eastern Railway Company and the London and North Western Railway Company (hereinafter called "the Companies") to extend and enlarge the Leeds New Railway Station, and to make and maintain all proper sidings, lines, works, conveniences, and approaches connected therewith, which extension and enlargement will be on the south side of the said station, and will extend in length for about 566 yards from the east side of a private road leading from the Leeds and Liverpool Canal to Waterloo Ford to a point on the Leeds Extension Line of the North Eastern Railway, about 75 yards west of the western abutment of the bridge carrying that line over Briggate, Leeds.

To empower the Companies to make a new road or approach to the said station, commencing from and out of Boar-lane, Leeds, at a point thereon opposite to Albion-street, and termina-

ting at a point about eight yards north of and in a line with the west abutment of the bridge carrying the Leeds New Station lines of railway over Neville-street; and to stop up and discontinue as a road, and appropriate to the purposes of the Companies so much of Little Neville-street as is situate between the northern junction thereof with Neville-street and a point about 47 yards, measured in a southerly direction, from the south end of the western abutment of the arch carrying the Leeds New Station lines of railway over Little Neville-street.

All which proposed works will be situate in the township and parish of Leeds, in the West Riding of the county of York.

To authorise the Companies to purchase by compulsion or otherwise all or any of the lands, houses, and buildings situate in the before-mentioned township and parish, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the proposed works or for extraordinary purposes connected therewith.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands, houses, and buildings 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 those purposes, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the diverting, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, footpaths, rivers, streams, canals, navigations, railways, tramroads, bridges, and other works within or adjoining to the said township and parish as it may be necessary to pass across or over or under, or to divert, alter, or stop up or interfere with for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Companies and purposes of their undertakings.

To make provision for the maintenance and repair of any roads to be constructed or altered under the authority of the intended Act.

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

To alter as respects the exercise of the powers of compulsory purchase for the purposes of the proposed works the provision contained in Section 92 of "The Lands Clauses Consolidation Act, 1845," so as to relieve the Companies from all liability to take the whole of any house or other building or manufactory if they take any part thereof.

To authorise each of the Companies to apply any moneys which they have raised, or are or may be authorised to raise under any other Acts of Parliament to and to raise by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the intended Act, and to authorise the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise, over or pari-passu with all or any other classes or class of shares or stock in each of the Companies as may be agreed upon, or as

may be provided by or under the provisions of the intended Act.

To empower the Companies to contribute in such proportions as may be provided by the intended Act to the cost of making and maintaining the proposed works, or any part thereof, and to enter into and carry into effect any arrangements or agreements with respect to any of the matters aforesaid, and to the construction, working, use, management, and maintenance of the proposed works and to the payment and contribution by and between the Companies towards the costs, charges, and expenses of such construction, working, use, management, and maintenance, and to the regulation, management, and transmission of traffic in, upon, and over the said station and works, or otherwise.

And notice is hereby further given, that on or before the 29th day of November instant, plans and sections of the proposed works, 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 West Riding of the county of York, at his office at Wakefield, and with the parish clerk of the parish of Leeds, at his place of abode.

And it is proposed by the intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—"The Leeds New Railway Station Act, 1865," 17 and 18 Vic., cap. 211, 26 and 27 Vic., cap. 122, 28 Vic., cap. 111, and 33 Vic. cap. 7, respectively relating to the North-Eastern Railway Company and its undertaking; and 9 and 10 Vic., cap. 204, relating to the London and North-Western Railway Company, and its undertaking, and the several Acts in the before-mentioned Acts respectively, or any of them, recited or referred to, 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 provision in lieu of the provisions so repealed, altered, or amended.

On or before the 20th day of December next printed copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

Richardson, Gutch, and Co., York.

R. F. Roberts, Euston Station, and 9 Great George-street, Westminster.

In Parliament.—Session 1874.

Dover Harbour.

(New Piers and Works at Dover; Compulsory Purchase of Lands, Tolls, &c.; New Works and Government Pier to be part of Dover Harbour; Borrowing Powers; Power to enter into Agreements with Her Majesty's Government, Railway Companies, and others with respect to use of Piers and Works, Tolls, contributions to Works, &c.; Power to Railway Companies to apply Capital and raise further Moneys; appointment of additional Members on Dover Harbour Board; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Dover Harbour Board (hereinafter called the Board) for leave to bring in a Bill and to pass an Act for all or some of the following purposes:—

To enable the Board to make and maintain the piers and works hereinafter mentioned, or some

of them, or some part or parts thereof, with all proper entrances, buildings, sheds, warehouses, quays, wharves, viaducts, embankments, piers, jetties, groins, graving docks, water stations, cuts, locks, basins, sluices, approaches, bridges, lifts, pontoons, machinery, appliances, apparatus, and conveniences connected therewith respectively, that is to say:—

A pier or breakwater commencing at the seaward end of and by a junction with the Government Pier at Dover, and extending eastwards for a distance of 550 feet or thereabouts, and terminating in the bed of the sea.

A pier or breakwater commencing at a point on the sea shore 450 feet or thereabouts to the eastward of the landward end of the Castle Jetty at Dover, and extending southward for a distance of 1,900 feet or thereabouts, and terminating in the bed of the sea.

A pier or breakwater commencing at a point in the bed of the sea 800 feet or thereabouts southwards from the termination of the last-mentioned pier or breakwater, and extending thence in a southerly direction 1,200 feet or thereabouts, and thence continuing in a south-westerly direction for 2,100 feet or thereabouts, and terminating in the bed of the sea 600 feet or thereabouts from the termination of the first mentioned pier;

A pier or jetty commencing at the top of the pitched slope between the Government Pier at Dover and the South Pier of Dover Harbour, and extending seaward in a south-easterly direction for a distance of 1,200 feet or thereabouts, and terminating in the bed of the sea.

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

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

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

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

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

To authorise the Board to levy tolls, rates, and duties; to alter existing tolls, rates, and duties; to compound and to confer, vary, or extinguish exemptions from the payment of existing and proposed tolls, rates, and duties; and to confer,

vary, alter, or extinguish other rights and privileges.

To vest the piers and works to be authorised by the Act and (if Parliament shall think fit) the Government pier and works in the Board, and to confer on the Board with respect thereto all such powers, authorities, and rights as if the same had been made, provided and had by them by virtue or for the purposes of their present Acts, and to provide that the said piers and works and the land and water comprised within the said limits of deviation, for the purposes of dues and all other purposes, shall be deemed to be part of Dover Harbour within the meaning of former Acts relating to Dover Harbour or any or either of them.

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

To authorise the Board and Her Majesty's Government, the South-Eastern Railway Company the London, Chatham, and Dover Railway Company, or any or either of them, and any other Company, Corporation, or person, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements, with respect to the user by them, any or either of them, of the said proposed piers and works, or with respect to the user of the existing harbour of Dover, or in relation to the tolls, rates, and duties to be levied or chargeable therein, and in or upon the proposed piers and works, and the water area within the same or any part thereof, and to exempt either wholly or in part the vessels of or chartered by Her Majesty's Government, or by the said Companies, Corporations, or persons, any or either of them, and the passengers and goods conveyed thereby, from all or any of such tolls, rates, and duties, and with respect to the erection of works for the accommodation of Her Majesty's Government, and of such Companies, Corporations, or persons, any or either of them, and with respect to the contribution by any or either of them towards the payment of the cost of the proposed piers and works, and any works so to be made for their accommodation as aforesaid, or any part or parts thereof, either by payment of a sum or sums of money in gross, or by way of rent or annual payment, or by special rates, tolls, and duties, or otherwise, as may be agreed upon or may be prescribed by the Bill, and for all or any of the purposes aforesaid to enable the South Eastern Railway Company and the London, Chatham, and Dover Railway Company, or either of them, to apply their capital and funds, and to raise other moneys by mortgage of all or any part of their undertaking, and to increase their capital by the creation of new or additional shares or stock, with or without preference or priority in payment of dividends, or by such other ways and means and upon such terms as may be prescribed in the Bill.

To authorise and empower each of them, the President of the Board of Trade for the time being, and the First Lord of the Admiralty for the time being, to appoint a member of the Board in addition to the member of the Board which, by "The Harbours and Passing Tolls, &c., Act, 1861," they are respectively empowered to appoint, and to authorise and empower Her

Majesty's Principal Secretary of State for War for the time being to appoint a member of the Board.

So far as it may be necessary for all or any of the objects and purposes of the intended Act, the following local or personal Acts will be repealed, altered, or amended, that is to say: 9 Geo. IV., cap. 31; 6 and 7 Will. IV., cap. 125; 11 and 12 Vict. caps. 11 and 97; 34 and 35 Vict., cap. 166; 36 and 37 Vict., cap. 235; and the Harbours and Passing Tolls, &c., Act, 1861, and all other Acts relating to Dover Harbour or to the Board; 6 and 7 Will. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company; 16 and 17 Vict., cap. 132; 22 and 23 Vict., cap. 54, and all other Acts relating to the London Chatham and Dover Railway Company.

And notice is hereby also given that on or before the 29th day of November instant duplicate plans and sections of the proposed piers and works, and the lands in or through which the same will be made, with books of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands, houses, and other property which may be taken under the powers of the Bill, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said piers and works are intended to be made, or in which any lands or houses intended to be taken are situate, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence.

And notice is hereby also given that printed copies of the intended Act will on or before the 20th day of December, 1873, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

James Stilwell, Dover, Solicitor for the Bill.

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

In Parliament.—Session 1874.

Skipton and Ilkley Railway.

(Incorporation of Company for making Railways from Midland Railway at Skipton, to Otley and Ilkley Line, at Ilkley; Powers to Midland and North-Eastern Railway Companies).

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

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith, all in the West Riding of Yorkshire, that is to say:

A Railway (No. 1) to commence in the township and parish of Skipton, in a certain field on the

south-east side of and adjoining Carlton-lane, and belonging to Rowland Nevitt Bennett, Peter Richard Hoare, and Sir Henry James Tufton, and in the occupation of John Wignall, and at a point 100 yards or thereabouts south-west of the Midland Railway, to pass thence, through, or into the following parishes, townships and places, or some of them—that is to say, Skipton, Halton East, Draughton, Emsay, Emsay with Eastby, Beamsley, Bolton Abbey, Rumbles Moor, Addingham Cringles, and Ilkley, and to terminate in the township of Ilkley, in the parish of Ilkley, by a junction with the Otley and Ilkley Extension Railway of the Midland and North-Eastern Railway Companies, at or near the terminus of that railway in Ilkley aforesaid.

A Railway (No. 2) wholly situate in the township and parish of Skipton, commencing by a junction with Railway No. 1, in a field belonging to Rowland Nevitt Bennett, Peter Richard Hoare, and Sir Henry James Tufton, and in the occupation of John Kendall, 330 yards or thereabouts south of the public highway on the south end of the Skipton Station, leading from Carlton-lane to the Keighley and Kendal turnpike-road, and terminating by a junction with the Midland Railway at a point 130 yards or thereabouts south of the same public highway.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the line of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways 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 said Midland and North-Eastern Railway Companies or either of them on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of the intended 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 and all companies and persons lawfully using the railways of the Company to run over and use, with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, that is to say:

The Midland Railway Station at Skipton, and

so much of the Midland Railway as will give access to that station from Railway No. 2, hereinbefore described.

The Joint Station of the Midland and North-Eastern Railway Companies at Ilkley, and so much of the Otley and Ilkley Extension Railway as will give access to that station from Railway No. 1, hereinbefore described.

The Bill will or may authorise the Midland and the North-Eastern Railway Companies, jointly or either of them separately, instead of the Company, to construct the railways or either of them, or it may authorise the said two companies, or either of them, to execute the works, and to exercise the powers hereinbefore specified jointly with the Company, in such proportions and upon such conditions and subject to such restrictions as the Bill will define; and the Bill will or may authorise the said two other Companies respectively to apply their existing funds, and any moneys which they have respectively still power to raise, to the purposes of the said railways, 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 other advantage which the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects. It will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845, and 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Midland Railway Company, namely, the 7 and 8 Vict., caps. 18 and 19, and the 24th and 25th Vict., cap. 139; also of the following and any other Acts relating to the North-Eastern Railway, namely, the 17th and 18th Vict., caps. 164 and 211, and 35 and 36 Vict., cap. 141.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property, in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at Wakefield, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 20th day of December next.

Dated this 10th day of November, 1873.

Barr, Nelson, and Barr, 4, South-parade, Leeds, Solicitors for the Bill.

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

Lee Conservancy.

(Power to make new Cuts and otherwise improve Navigation; Purchase of requisite Lands; Provisions as to election of Conservators; Power to create Debenture Stock; Alteration of Tolls; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Lee Conservancy Board (hereinafter called the Board), for an Act for all or some of the following purposes, that is to say:—

To authorise the Board to construct and maintain, in or upon the navigable portion of the river Lee (hereinafter called the navigation) with all proper embankments and other works and conveniences connected therewith, the channels or cuts following, that is to say:—

1. A cut, 110 yards or thereabouts in length, to be wholly situate in the parish of Stanstead Abbots, and county of Hertford, commencing in the navigation at a point 30 yards, or thereabouts, below the bridge which carries the Great Eastern Railway across the navigation there, and terminating in the navigation at a point 105 yards, or thereabouts, above the weir on the navigation known as "Fields Weir."

2. A cut, 120 yards or thereabouts in length, to be wholly situate in the parish of St. John, Hackney, and county of Middlesex, commencing in the navigation at a point 100 yards, or thereabouts, below the bridge across the navigation known as the High-bridge, and terminating in the navigation at a point 165 yards, or thereabouts, below the junction with the navigation of the stream known as the Walthamstow-Copper Mills Tail Stream.

3. A cut, 85 yards or thereabouts in length, also to be wholly situate in the parish of St. John, Hackney, and county of Middlesex, commencing in the navigation at a point 30 yards, or thereabouts, below the entrance into the dock known as Hammond's Boat Dock, from and out of the said navigation, and terminating in the said navigation at a point 250 yards, or thereabouts, above the bridge across the navigation known as "Lee Bridge."

To authorise the Board to divert into the said intended new cuts the waters of the several portions of the navigation for which such new cuts shall be substituted, and thereupon to stop up such portions of the navigation, and appropriate the bed and soil of the same respectively.

For the purposes aforesaid, and for the otherwise straightening, widening, cleansing, and improving the river Lee, to authorise the Board to purchase, by compulsion or agreement, and take and hold lands, tenements, and hereditaments adjoining the river, situate in the parishes aforesaid, and in the parishes of Bromley St. Leonards in the county of Middlesex, West Ham in the county of Essex, and Great Amwell in the county of Hertford, and to vary or extinguish all rights and privileges in any manner connected with such lands, tenements, and hereditaments.

To authorise the Board to cross, divert, alter, or stop up all such roads, drains, sewers, pipes, streams, watercourses, telegraph wires, and telegraph posts as may be necessary in constructing or maintaining the said cuts and other works.

To authorise the Board 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 authorise the Board to apply any funds belonging to them, or under their control, to the purposes of the intended Act, or any of them.

To authorise the proprietors of the Stort Navigation to sell and transfer to the Board, and the Board by agreement to purchase and acquire, the river Stort, with its tributaries and navigation, and all the works, lands, property (real and personal), plant, rights, powers, privileges, and easements connected therewith, or which the said proprietors are authorised to construct, purchase, or acquire, and either before or after the completion thereof, and upon such terms and conditions, and for such considerations, and at such periods as may be agreed upon, or as may be prescribed in or authorised by the said intended Act, and upon such sale and transfer, to authorise the Board to exercise and enjoy all the rights, privileges, authorities, and powers of the said proprietors with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls, rates, and duties, and the facilities afforded for traffic or otherwise. And for all or any of the purposes aforesaid, it is proposed to revive all or some of the several provisions contained in the sections of the Lee Conservancy Act, 1868, numbered respectively from 76 to 87, both inclusive, and to incorporate the same, with such alterations or modifications as may be necessary, with the said intended Act.

To alter, amend, extend, enlarge, or repeal all or some of the provisions of the following several Acts of Parliament, directly or indirectly relating to the river Lee, viz., the 13th Eliz. c. 18; the 12th Geo. II, c. 32; the 7th Geo. III, c. 51; the 19th Geo. III, c. 58; the 45th Geo. III, c. 69; the East London Waterworks Act, 1829; the 13 and 14th Vic, c. 109; the 18th and 19th Vic, c. 196; the 30th and 31st Vic, c. 149; and the 31st and 32nd Vic, c. 154; and to substitute other provisions in lieu thereof, and which substituted provisions will (amongst other things) provide for the future election of conservators, and the period and mode of election of conservators, and their remuneration; also for the creation and issue, by the Board, of a debenture stock for the moneys already borrowed, or hereafter to be borrowed by them, also for fixing the minimum charge to be paid in respect of barges or other craft using the navigation, or in respect of any goods, wares, and merchandise conveyed by or upon such barges or other craft, and also for enabling the Board to acquire, by compulsion or agreement, all the rights and interests of the East London Waterworks Company, and all other parties (if any) in the property situate in the parish of St. Mary, Stratford-le-Bow, in the county of Middlesex, known as the "Compensation Reservoir," and extinguish all such rights and interests, and thereupon to appropriate the said property as they may see fit.

To authorise the Board to levy tolls, rates, and charges upon or in respect of all barges and other craft using the navigation, and on all goods, wares, and merchandise conveyed upon the navigation, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges, and to alter the tolls, rates, and charges now leviable by the Board, and the places upon the navigation at which such tolls shall become due and payable, and to fix other and additional places for the purposes.

To incorporate with the said intended Act all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Commissioners Clauses Act, 1847; and the Railways Clauses Consolidation Act, 1845, so far as the same relate to roads and the temporary occupation of lands, and to amend or repeal all such

Acts (if any) now in force, or hereafter to be in force, as can impede or interfere with the objects of the said intended Act, or any of them, and to confer, vary, or extinguish other rights and privileges.

And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections of the proposed cuts and other works, and the lands in or through which the same will be made, and also plans showing the lands sought to be acquired by compulsion, with books of reference to such plans, containing the names of the owners of reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and property which may be taken under the powers of the said intended Act, 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 Hertford, at his office, at Hertford, in that county; with the Clerk of the Peace for the county of Essex, at his office, at Chelmsford, 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 that on or before the same 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 works are intended to be made and maintained, or in which any lands or houses intended to be taken are situate, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection as follows, that is to say:—As regards the parish of St. John, Hackney, with the Clerk of the District Board of Works for the "Hackney District," at his office at the Town Hall, Mare-street, Hackney; as regards the parish of Bromley St. Leonard's, with the Clerk of the District Board of Works for the "Poplar District," at his office, No. 117, High-street, Poplar; and as regards each of the other parishes, with the parish clerk of each such parish, at his residence; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby also given, that printed copies of the intended Act will, on or before the 21st day of December, 1873, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1873.

R. J. Pead, 4, Storey's Gate, Westminster,
Solicitor to the Lee Conservancy Board.

In Parliament.—Session 1874.

Exe Valley Railway.

(Incorporation of Company; Construction of Railways from Tiverton to the Devon and Somerset Railway at or near Morebath, and between the Tiverton Branch Railway and the Bristol and Exeter Railway at or near the Tiverton Junction Station; Compulsory Purchase of Lands; Power to levy Tolls, Rates, and Duties; Working and Traffic Arrangements with Bristol and Exeter, and Devon and Somerset 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 for the following or some of the following purposes, viz:—

To incorporate a Company (hereinafter called "the Company") and to enable the Company to make and maintain the railways following, or some or one of them, or some part or parts there-

of respectively, together with all necessary and convenient or incidental stations, approaches, sidings, bridges, works, and conveniences connected therewith respectively (that is to say):

A Railway (No. 1),

commencing in the parish of Tiverton by a junction with the rails of the Tiverton Branch of the Bristol and Exeter Railway, at a point distant 63 yards or thereabouts measured in an easterly direction from the Distant Signal of the Tiverton Station, and terminating in the parish of Morebath, by a junction with the rails of the Devon and Somerset Railway, at a point distant 450 yards or thereabouts measured in a westerly direction from the bridge carrying the public road from Bampton to Morebath over the said Devon and Somerset Railway, which said railway will pass through the several parishes and places following, that is to say, Tiverton, Washfield, Stoodleigh, Bampton and Morebath, all in the county of Devon.

A Railway (No. 2),

commencing by a junction with the rails of the Tiverton Branch of the Bristol and Exeter Railway at the point where the said Tiverton Branch crosses the stream forming the boundary between the parishes of Halberton and Willand, and terminating by a junction with the rails of the Bristol and Exeter Railway at a point in the parish of Willand, distant 600 yards or thereabouts, measured in a southerly direction from the water column at the south end of the down platform at the Tiverton Junction Station, which said railway will pass through the several parishes and places following, that is to say, Halberton and Willand, both in the county of Devon.

To enable the Company to cross, stop up, alter or divert, whether temporarily or permanently, all such turnpike and other roads and highways, footpaths, railways, tramways, aqueducts, canals, drains, sewers, gas and water pipes, streams and rivers within the aforesaid parishes, townships, extra parochial and other places, so far as may be necessary in the construction of the said intended railways and works, or any of them.

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

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

To enable the Company on the one hand, and the Bristol and Exeter Railway Company and the Devon and Somerset Railway Company, or any one 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 railways 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 said 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 or either of them, and the division and appropriation of the receipts arising from that traffic which may be made between the said Companies touching any of the matters aforesaid, or in reference thereto, under the provisions of Part III (Working Agreements) of the Railways Clauses Act, 1863.

The Bill will also incorporate with itself some or all of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Commissioners Clauses Act, 1847;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "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 Bristol and Exeter and Devon and Somerset Railway Companies, or any or either of them respectively,

And notice is hereby given, that on or before the 30th day of November instant, duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and the lands, houses, and property in or through which they will or may be made, 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, 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 Devon, at his office at Exeter, in the said county, 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 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 other property 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 in the case of 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 12th day of November, 1873.

Combe and Wainwright, Staple Inn,
London;

Russell M. Riccard, South Molton, Devon;
Solicitors for the Bill.

Richard M. Mugeridge, 13, Little Queen-
street, Westminster, Parliamentary
Agent.

In Parliament—Session 1874.

Mersey Docks and Harbour Board.

(Alteration of Harbour Rates—Retrospective Application of New Rates—Repeal of Existing Provisions as to Revision of Harbour Rates—Provisions as to Allowance or Disallowance of items in Conservancy Account in Accounts of Board—Application of Harbour Rates—Provisions as to Expenses of Raising, &c., Wrecks or Obstructions to Navigation—Arrangements with Owners, &c., of Coasting Vessels as to Town Dues—Repeal or Amendment of Acts.)

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

1. To repeal or vary the harbour rates which the Board are now authorised to demand and take upon or in respect of vessels sailing to or from the port of Liverpool, and to authorise the Board to demand and take in lieu thereof, other harbour rates not exceeding in amount the rates levied for conservancy purposes on vessels using the docks or property of the Board.

2. To make the new harbour rates applicable, or to authorise the Board to apply the same by agreement to vessels which may have come into or gone out of the port of Liverpool within such period prior to the passing of the Bill as may be prescribed by the Bill, and to provide for the payment by or to the Board of the difference in the case of any such vessel between the old and new rates.

3. To repeal sections 242, 243, and 244 (as to revision of harbour rates) of the Mersey Dock Acts Consolidation Act, 1858 (hereinafter referred to as "the Act of 1858"), and to make other provision with reference to the allowance or disallowance of any items in the conservancy accounts of the Board, with reference to harbour rates, and the hearing of parties interested in the rates, with reference to such allowance or disallowance. To repeal or vary the 239th section of the Act of 1858, and to provide that moneys arising from harbour rates shall be deemed part of and applicable to the same purposes as the conservancy receipts of the Board, or to such other purposes as the Bill may provide. To provide for the payment out of the conservancy receipts of the Board of certain legal and parliamentary costs, charges, and expenses incurred in relation to the harbour rates of the Board.

4. To repeal or amend, in whole or in part, section 59 of the Act of 1858, and to make provisions with respect to the recovery of the expenses of raising, destroying, removing, or taking away wrecks of vessels or sunken vessels, or other obstructions or impediments to the navigation or use of the docks of the Board, or elsewhere, within the port of Liverpool, or any of the sea channels leading thereto, and the persons and property to be liable for such expenses, or any deficiency thereof.

5. To enable the Board from time to time to enter into and carry into effect, or to vary and rescind agreements or arrangements with the owners or masters of or agents for vessels trading coastwise to or from Liverpool, or with persons interested in goods, merchandise, or cargo carried by such vessels, with respect to the amount or mode of calculation or payment or time of payment of town dues in respect of all or any goods, merchandise, articles, or things forming the cargoes or part of the cargoes of such vessels.

6. To confer, vary, or extinguish other rights or privileges.

7. To repeal or amend, so far as may be necessary or convenient for any of the above purposes, the provisions or some of the provisions of the Act of 1858, and of the Mersey Docks (Various Powers) Act, 1867, and of any other Act or Acts relating to the Board.

8. Printed copies of the intended Bill will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1873.

A. T. Squarey, Dock Solicitor, Liverpool.
J. Dorington and Co., 29, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session, 1874.

Peterborough, Wisbeach, and Sutton Railway.
(Additional Lands; Powers to raise and apply Capital; Amendment or Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Peterborough, Wisbeach, and Sutton 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 for the purposes of station, siding, wharf and other accommodation, and for other purposes connected with their undertaking, to purchase and acquire by compulsion or agreement the lands, houses, and buildings hereinafter described (that is to say) certain lands, houses, and buildings situate in the parishes of Wisbeach St. Peter, and Leverington, in the Isle of Ely, in the county of Cambridge, adjoining and near to the River Nene, and bounded on the west by the railway and station of the 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 vary and extinguish all rights and privileges connected with any such lands, houses, or buildings; and to confer other rights and privileges.

To authorise the Company for the purposes of the Bill, and for the general purposes of their undertaking, to raise further moneys by the creation of new shares and stock with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by borrowing on mortgage or bond, and by the creation of debenture stock, or by any such means, and 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 inconsistent with or which would in any manner impede or interfere with the carrying into complete and full effect of 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 all or some of the provisions of the several local and personal Acts following, or some of them, that is to say, 26 and 27 Vict., cap. 222, 27 and 28 Vic., cap. 240, 29 and 30 Vic., cap. 267, and all other Acts relating to or affecting the Company.

And notice is hereby further given, that on or before the 29th day of November instant, plans of the lands intended to be taken under the powers of the Bill, together with a book of reference to such plans and a copy of this notice, as published in the London Gazette, will be

deposited for public inspection with the Clerk of the Peace for the 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 with the parish clerks of the respective parishes of Wisbeach Saint Peter, and Leverington.

And notice is hereby further given that, on or before the 20th 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, 1873.

William Toogood, 16, Parliament-street, Westminster.

In Parliament.—Session 1874.

Alexandra Park Railway.

(Extension of Time for Purchase of Lands and Completion of Works; Provisions as to Abandonment of Undertaking and Dissolution of Company; Amendment or Repeal of Act.)

NOTICE is hereby given, that the Alexandra Park Railway Company (hereinafter referred to as "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To extend the respective periods limited by the Alexandra Park Railway Act, 1871, for the compulsory purchase of lands and houses, and for the completion of the railway and works by that Act authorized.

To authorize the Company to abandon and relinquish the construction of the railway authorized to be made by the Alexandra Park Railway Act, 1871, and to repeal all the clauses and provisions of the said Act relating to the construction of the said railway, and to release the Company from all liabilities, penalties, or obligations for the non-completion thereof, and to provide for the payment out of court of the monies now in the Court of Chancery as security for the completion of the said railway, and the distribution of the assets, the winding up of the affairs, and the dissolution of the Company.

To vary and extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To alter, amend, extend, and to repeal the Alexandra Park Railway Act, 1871.

And notice is hereby further given, that printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated this 11th day of November, 1873.

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

In Parliament.—Session 1874.

Manchester, Sheffield, and Lincolnshire Railway, and South Yorkshire Railway and River Dun Companies.

(Vesting undertaking of South Yorkshire Railway and River Dun Company in Manchester, Sheffield, and Lincolnshire Railway Company; Redemption of Stock in and Dissolution of the South Yorkshire Railway and River Dun Company; Consequential arrangements as to Capital; Sale or Leasing of Superfluous Lands; Amendment of Acts, and other purposes.)

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

To vest in the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called the Sheffield Company) as part of their Undertaking, the Undertaking of the South Yorkshire Railway and River Dun Company (hereinafter called the South Yorkshire Company), and all the rights, powers, and privileges of that Company of what nature or kind soever, and whether with reference to their own Undertaking or the Undertaking of any other Company, upon the terms and conditions to be defined in the said Bill.

To provide for the exercise and fulfilment by the Sheffield Company in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants of all the rights, powers, privileges, liabilities, and obligations of the South Yorkshire Company, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, the appointment of joint committees, the granting or issuing of mortgages or bonds, or otherwise, and for the conversion into shares or stock of the Sheffield Company of the shares or stock in the capital of the South Yorkshire Company, with such privileges and liabilities as to security, preference, dividend, or otherwise as may be defined in the said Bill.

To empower the Sheffield Company to grant and issue in their name and under their seal, mortgages, bonds, or debenture stock in renewal of or substitution for mortgages, bonds, or debenture stock of the South Yorkshire Company.

To empower the Sheffield Company, if they shall think fit to redeem the ordinary shares or stock of the South Yorkshire Company at such price, at such times, and upon such terms and conditions as may be agreed upon or defined by the said Bill.

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

To provide for the dissolution (if necessary), of the South Yorkshire Company.

To enable the Sheffield Company to sell or let on building and other leases, or on chief rents or otherwise, any lands vested in the South Yorkshire Company and not required for the purposes of the undertaking, and so far as may be necessary in that respect, to amend or alter "The Lands Clauses Consolidation Act, 1845."

And power will be taken by the Bill to vary or extinguish all rights and privileges inconsistent or which might in any way interfere with its objects, and to confer other rights and privileges:

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the South Yorkshire Railway and River Dun Company's Transfer Act, 1864, and all other Acts therein referred to, and any other Act relating to the South Yorkshire Company, 12 and 13 Vic., cap. 81, 29 and 30 Vic., cap. 194, 34 and 35 Vic., cap. 39; 36 and 37 Vic., cap. 77; and all other Acts relating to the Sheffield Company.

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

20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1873.

Baxters and Co., 6, Victoria Street,
Westminster.

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

Solicitors for the Bill.

In Parliament—Session 1874.

Longton, Adderley Green and Bucknall Railway (Cheadle Extension).

(Extension to Cheadle; Separate undertaking and separate capital for same; Compulsory purchase of Lands; Tolls; Arrangements with North Staffordshire Railway Company; Abandonment of Railway No. 2, authorized by the Longton, Adderley Green, and Bucknall Railway Act, 1866; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session thereof by the Longton, Adderley Green, and Bucknall Railway Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes:—To enable the Company to make and maintain a railway commencing in the parish of Stoke-upon-Trent, in the county of Stafford, by a junction with the authorised line of the Company now in course of construction at a point in a field belonging to Messrs. Godwin and Harrison, leased to the Chatterley Iron Company Limited, and occupied by John James, five chains or thereabouts to the westward of the Ubblerley New Pits, thence passing through or into the several parishes, townships, and places following, or some of them, nameley, Stoke-upon-Trent, Bagnall-cum-Bucknall, Eaves, Ubblerley, Caverswall, Hulme, Weston Coyney, Dilhorne township and parish, Forsbrook, Cheadle, Cheadle Town Quarter, Huntley Quarter, and Above Park Quarter, all in the county of Stafford, and terminating in the said parish of Cheadle, in or near a Pasture Field, numbered 2,378 on the title commutation map of Cheadle parish (Town Quarter), belonging to and in the occupation of Mr. Thomas Webb, and adjoining the turnpike road leading from Cheadle to Uttoxeter.

To empower the Company to cross, divert, alter, or stop up, either temporarily or permanently, roads, streets, highways, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and water-courses, gas, water, and other pipes, telegraphs, and telegraph apparatus, so far as may be necessary in constructing or maintaining the intended railway and works.

To purchase, by compulsion or otherwise, lands, houses, and other property, for the purposes of the said intended railway and works, and of the Bill, and to exercise other rights and privileges.

To empower the Company to take, levy, and receive tolls, rates, and charges, in respect of the use of the intended railway and works, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To authorise the Company to raise, for the purposes of the intended railway, a separate capital in shares or stock (preferential or otherwise) with special privileges, and to borrow money on mortgages, debenture stock, or otherwise.

To constitute the intended railway and works, and the property to be acquired for the same under the Bill into a separate undertaking, and

the proprietors therein into a separate proprietary, distinct from the other undertaking and proprietary of the Company.

To provide for payment or deduction of the working expenses, rates, taxes, and other outgoings of the separate undertaking, and of contributions to the expenses of management and remuneration of officers and servants of the Company out of the revenues of both the undertakings of the Company, or out of the revenue of either of them.

To authorise the Company to grant and guarantee to the proprietary of the said separate undertaking, drawbacks, and rebates, and other allowances and payments, and for this purpose to apply the revenues of the Company's other undertaking or part thereof.

To make such other provisions and regulations with respect to the said separate undertaking and capital as the Bill may define.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise, to the purposes of the said Bill, and for the same purposes, and for the general purposes of the Company, to raise additional capital by shares and by borrowing, and to attach to all or any of such shares any guaranteed or preferential dividend, or any other rights or privileges, and otherwise to make provisions with respect to the capital of the Company.

To enable the Company and the North Staffordshire Railway Company to enter into and carry into effect agreements for the working, use, management, construction, and maintenance of the intended railway and works, or any part thereof, and to confirm and give effect to any agreement which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

To abandon the construction of the Railway No. 2, authorised by the Longton, Adderley Green, and Bucknall Railway Act, 1866.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will amend and enlarge the powers and provisions of the Longton, Adderley Green, and Bucknall Railway Act, 1866; the Longton, Adderley Green, and Bucknall Railway Act, 1872, and the local and personal Acts, 1 William IV., cap. 55, 10 and 11 Vict., cap. 108, and any other Acts relating to the North Staffordshire Railway Company.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed railway and works, and the lands, houses, and other property, in, through, or under which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map with the line of railway delineated thereon, and a copy of this notice as published in the London Gazette will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford, and 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 for 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 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 20th day of December next.

Dated this 13th day of November, 1873.

Hand, Blakiston, and Everett, Stafford,
Blagg and Son, Cheadle,
S. F. and H. Noyes, 1, Broad-sanctuary,
Westminster,

Solicitors for the Bill.

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

In Parliament.—Session 1873-4.

Brinore Tramroad.

(Abandonment or Conversion of Tramroad extending from Trevil, in the parish of Llangynnider, in the county of Brecon, to Talybont, in the parish of Llanddettty, in the same county; Sale of Undertaking; Distribution of Assets; and Winding up and Dissolution of Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Company of Proprietors of the Brinore Tramroad (otherwise the Brinore Tramroad Company, Limited), for an Act to effect the following objects, or some of them, viz.:

To authorise and provide for the relinquishment or abandonment of their tramroad and undertaking, which tramroad extends from the tramroad (commonly called Sir Benjamin Hall's Tramroad), belonging to the representatives of the late Lord Llanover, at or near Trevil, in the parish of Llangynnider, in the county of Brecon, to the wharf of Mrs. Ann Dixon, on the Brecon Canal, at Talybont, in the parish of Llanddettty, in the same county, and which said Brinore Tramroad is situate wholly in the said parishes of Llangynnider and Llanddettty, in the county of Brecon, and is alleged to have been constructed under the powers contained in an Act passed in the 33rd year of the reign of his late Majesty King George the Third, cap. 96, known as the Brecknock and Abergavenny Canal Act, and intituled "An Act for Making and Maintaining a Navigable Canal from the town of Brecknock, to the Monmouthshire Canal, near the town of Pontypool, in the county of Monmouth; and for Making and Maintaining Railways and Stone Roads from such Canal to several Ironworks and Mines, in the counties of Brecknock and Monmouth."

To provide for the sale of the said tramroad undertaking, including all lands, buildings, works, rails, plates, and property comprised thereunder, and vested in or belonging to the said Company, either as a whole or in lots, to any person or persons, or to any Company, Corporation, or body willing to purchase the same, or otherwise to provide for the sale and disposal of all lands, buildings, works, rails, plates, and property of the said Company, other than the land on which the said tramroad is now laid, and for the conversion of such land and tramroad into a stone road or ordinary road or highway, and to authorise the said Company or the purchaser or purchasers, after such conversion as aforesaid, to levy tolls in respect of the use of such road, and to vest the undertaking, lands, buildings, works, rails, and property, or portions thereof, as the case may be, either absolutely or subject to such conversion as aforesaid, in the purchaser or purchasers, freed and discharged from all mortgages,

bonds, and other pecuniary liabilities and incumbrances affecting the said undertaking.

To provide for the application of the purchase moneys to arise from the sale of such properties and other assets of the Company, in or towards payment of the debts and liabilities of the said Company, and for the payment of the residue, if any, to the shareholders.

To provide for the winding-up of the affairs of the Company, and the indemnity of their committee, directors, and other officers, and for the dissolution of the Company, and the custody of the books, accounts, and other documents relating to the said Company, and for extinguishing all existing rights and privileges which would or might in any way prevent or hinder any of the objects or purposes of the intended Act being fully carried into effect.

To enable the Court of Chancery to settle a scheme for winding-up the said Company and distributing its assets, or the Act will itself provide for such winding-up and distribution.

The Act will vary or extinguish all existing rights, priorities, claims, and privileges of the creditors and shareholders of the said Company, and all other such rights and privileges as will interfere with the objects of the Act, and it will incorporate with itself the provisions of any General Acts relating to the aforesaid objects, and it will, if necessary, amend or repeal some of the powers and provisions of the said Act of 33rd George the Third, cap. 96, and any other Act relating to the said canal.

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

Dated this 7th day of November, 1873.

David Thomas, } Solicitors, Brecon.
J. E. Cobb, }
William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1874.

Midland and Swansea Vale Railways.

(Sale or Lease to Midland Railway Company of Undertaking of Swansea Vale Railway Company; Power to Midland Railway Company to raise additional Capital; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to effect the purposes following, or some of them (that is to say): To authorise and empower the Midland Railway Company to purchase or to lease the undertaking of the Swansea Vale Railway Company, and the stations, works, and conveniences connected therewith, in perpetuity, or for such term of years as may be fixed by the intended Act, at such price or for such rent or consideration, or annual or other payment, and upon such terms and conditions as have been or may be agreed upon between the said Companies, or as may be fixed and determined in and by the said intended Act, and to authorise the Swansea Vale Railway Company to sell their undertaking to the Midland Railway Company, or to grant such lease, and to make all necessary and proper provisions for carrying the same into effect.

To transfer to and vest in the Midland Railway Company upon such purchase and sale, or during the continuance of such lease, all the rights, powers, privileges, authorities, liabilities, and obligations, whether with reference to the levying of tolls, rates, and charges or otherwise, which at the time of such sale or lease coming into operation may be vested in, or may attach to, or might be held,

exercised, or enjoyed by, the Swansea Vale Railway Company in reference to their undertaking or the undertaking of any other Company.

To provide, in the event of such purchase and sale, for the dissolution of the Swansea Vale Railway Company, and for the incorporation of the shareholders of that Company with the Midland Railway Company, and to enable the Midland Railway Company to create and issue for the purposes of the intended Act additional shares or stock in their undertaking, with or without a preferential dividend attached thereto.

To confirm any agreement or agreements which have been made or may be made between the said Companies in relation to the matters aforesaid or any of them.

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

To alter, amend, and enlarge or repeal, so far as may be necessary, some or all of the powers and provisions of the several Acts (local and personal) following, or some of them (that is to say):

Acts relating to the Midland Railway Company:

7 and 8 Vict., caps 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 83, and 113; 16 Vict. cap. 33; 16 and 17 Vict., cap. 108; 19 and 20 Vict., cap. 54; 22 and 23 Vict., caps. 40, 130, and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 182, and 183; 27 and 28 Vict., caps. 164, 230, 231, and 245; 28 and 29 Vict., caps. 98, 327, 335, and 359; 29 Vict., cap. 90; 29 and 30 Vict., caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict., caps. 27, 170, 185, and 207; 31 and 32 Vict., caps. 43 and 49; 32 and 33 Vict., caps. 25, 83, and 115; 33 and 34 Vict., cap. 63; 34 and 35 Vict., caps. 11, 39, 86, and 193; and 35 and 36 Vict., caps. 57, 118, 140, 173, and 182; 36 and 37 Vict., caps. 54, 153, 187, and 210; and any other Act or Acts relating to the Midland Railway Company;

Acts relating to the Swansea Vale Railway Company: "The Swansea Vale Railway Act, 1855;" "The Swansea Vale Railway Extension Act, 1856;" "The Swansea Vale Railway Act, 1859;" "The Swansea Vale Railway Extension Act, 1861;" "The Swansea Vale Railway (Money) Act, 1864;" "The Swansea Vale Railway Act, 1866;" and "The Swansea Vale Railway Act, 1867;" and any other Act or Acts relating to or affecting the Swansea Vale Railway Company;

Also the following Acts relating to the Neath and Brecon Railway Company: "The Dulas Valley Mineral Railway Act, 1862;" "The Neath and Brecon Railway Act, 1863;" "The Neath and Brecon Railway Act, 1864;" "The Swansea Vale and Neath and Brecon Junction Railway Act, 1864;" "The Swansea Vale and Neath and Brecon Junction Railway Act, 1865;" "The Swansea Vale and Neath and Brecon Junction Railway Lease Act, 1866;" "The Neath and Brecon Railway Act, 1866;" "The Neath and Brecon Railway (Additional Powers) Act, 1867;" "The Neath and Brecon Railway Amalgamation and Arrangement Act, 1869;" "The Neath and Brecon Railway Act, 1872;" and any other Act or Acts relating to or affecting the Neath and Brecon Railway.

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

Dated this 10th day of November, 1873.

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

Strick and Bellingham, Swansea, Solicitors for the Bill.

Martin and Leslie, 27, Abingdon-street, Westminster, Parliamentary Agents.

In Chancery.

In the Matter of the Yorkshire Engine Company Limited and Reduced, and in the Matter of the Companies Act, 1862.

NOTICE is hereby given, that a petition has been presented to the Court of Chancery for confirming a Resolution of the above Company for reducing its capital from £200,000 to £170,000, a list of the persons admitted to have been creditors of the Company on the 28th day of October, 1873, may be inspected at the offices of the Company, at Meadow Hall Works, near Sheffield, in the county of York, and at the office of Messrs. William and Bernard Wake, of Sheffield aforesaid, the Solicitors of the said Company, and at the office of Messrs. Dobinson and Geare, of No. 57, Lincoln's-inn-fields, in the county of Middlesex, the London Agents of the said Company, at any time during usual business hours on payment of the charge of one shilling.

Any person who claims to have been on the last-mentioned day and still to be a creditor of the Company, and who is not entered on the said list, and claims to be so entered, must, on or before the 20th day of December, 1873, send in his name and address, and the particulars of his claim, and the name and address of his Solicitor (if any) to the said Messrs. William and Bernard Wake, of Sheffield, in the county of York, or in default thereof he will be precluded from objecting to the proposed reduction of capital.—Dated this 15th day of November, 1873.

Dobinson and Geare, 57, Lincoln's-inn-fields, London, Agents for Messrs. William and Bernard Wake, Sheffield, Yorkshire, Solicitors for the said Company.

In Chancery.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Owen's Patent Wheel Tire and Axle Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company (hereinafter referred to as "the Respondent Company"), subject to the supervision of the Court of Chancery, was on the 20th day of November, 1873, presented to the Lord Chancellor by the Northfield Tyre and Iron Company Limited, whose registered office is situate at Rotherham, in the county of York, creditors of the Respondent Company; and that the said petition was directed to be heard before the Vice-Chancellor Hall, on the 5th day of December, 1873; and any creditor or contributory of the Respondent Company desirous to oppose the making of an Order for the winding up of the Respondent 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 Respondent Company requiring

the same by the undersigned, on payment of the regulated charge for the same.

Belfrage and Middleton, of 36, Bedford-row, in the county of Middlesex; Agents for

Frederick Lee Harrop, of Swinton and Rotherham, both in the county of York, Solicitor for the Petitioners.

In Chancery.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Owen's Patent Wheel Tire and Axle Company Limited.

NOTICE is hereby given, that a petition that the voluntary winding up of the above-named Company shall continue, but subject to the supervision of the Court of Chancery, was, on the 20th day of November, 1873, presented to the Lord Chancellor by J. Mitchell and Company Limited, of Sheffield, in the county of York, creditors of the said Company, and that the said petition is directed to be heard before the Vice-Chancellor Charles Hall on the 5th day of December, 1873; 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 charges for the same.—20th November, 1873.

Young, Maples, Teesdale, Nelson, and Co., 6, Frederick's-place, Old Jewry, London, Solicitors; Agents for

Messrs. Nicholson, Saunders, and Nicholson, of Wath-upon-Deerne, in the county of York, Solicitors for the Petitioners.

In the Matter of the Galghog and Northop Colliery Company Limited, and in the Matter of the Companies Acts, 1862 and 1867.

NOTICE is hereby given, that a petition for the winding-up of the above-named Company by the Court of Chancery was, on the 15th day of November, 1873, presented to the Lord Chancellor by Thomas Astbury, of Galghog Farm, Northop, near Flint, in the county of Flint, Farmer, a creditor of the said Company, and that the said petition is directed to be heard before the Vice-Chancellor Sir Richard Malins, on Friday, the 5th day of December, 1873, and any creditor or contributory of the said Company desirous to oppose the making of an order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated the 18th day of November, 1873,

Purkis and Perry, 1, Lincoln's-inn-fields, Middlesex; Agents for

F. W. Ponton, Vernon-chambers, Vernon-street, Liverpool, Solicitor for the Petitioner.

In Chancery.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Wire Tramway Company Limited.

NOTICE is hereby given, that the Vice-Chancellor has fixed Monday, the 1st day of December, 1873, at twelve of the clock at noon, at his chambers, No. 3, Stone-buildings, Lincoln's-

inn, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated 19th November, 1873.

In the Matter of the Companies Acts, 1862 and 1867, and of the Essex Brewery Company Limited.

THE Master of the Rolls has, by an Order, dated the 17th day of October, 1873, appointed Alfred Thomas, of Adelaide-place, London Bridge, to be Official Liquidator of the above-named Company.—Dated this 18th day of November, 1873.

In the Matter of the Companies Acts, 1862 and 1867, and of the Maria Anna and Steinbank Coal and Coke Company Limited.

THE Vice-Chancellor Sir Richard Malins has, by an Order dated the 8th day of November, 1873, appointed John Bewley, of Liverpool, in the county of Lancaster, Accountant, to be Official Liquidator of the above-named Company.—Dated this 20th day of November, 1873.

NAVY CONTRACTS FOR FRESH BEEF.

Contract Department, Admiralty, Whitehall, November 1, 1873.

TENDERS, addressed to the Superintendent of Contracts, Admiralty, Whitehall, S.W., will be received until two o'clock, on Tuesday, the 2nd December, 1873, for the supply of

FRESH BEEF,

at the following places, for six calendar months from the 1st January next ensuing; viz. :—

ENGLAND.

Cowes; Dartmouth; Deal, and in the Downs; Falmouth; Harwich; Holyhead; Hull, Hawke Roads, and in the Humber; Jersey; Liverpool; London Bridge to Woolwich, inclusive; Milford Haven, Pembroke, and Pater; Netley; Newhaven; Penzance; Plymouth (Oxen); Portsmouth (Oxen); Portland, and in Portland Roads; Rock Ferry; Sheerness, &c. (Oxen).

SCOTLAND.

Granton; Greenock; Oban; Queensferry
Rothsay.

IRELAND.

Carrickfergus; Castletown (Berehaven); Foynes; Galway; Kingstown and Dublin; Queenstown and Kinsale; Rathmullen.

Forms of tender containing all particulars and full conditions of contract can be had on application, in writing or otherwise, to the Superintendent of Contracts, Admiralty, Whitehall, S.W.*

* Forms of Tender are as follows:—(1) For Oxen for Fresh Beef, at Portsmouth and Plymouth. (2) For Oxen for Fresh Beef, at Sheerness. (3) For Fresh Beef at all other places. Applications should state which Form is required.

BREAD AND MEAT.

Contract Department, Admiralty, Whitehall, November 7, 1873.

TENDERS will be received until two o'clock p.m., on Tuesday, the 2nd December, for the supply of

BREAD AND MEAT

to the Royal Marines at Walmer from the 1st January to 30th June next.

Their Lordships do not bind themselves to accept the lowest or any tender.

No. 24037.

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Forms of tender containing all particulars may be obtained at this Office, on application, either personal or by letter.

London Chartered Bank of Australia.
(Incorporated by Royal Charter, 1852.)
No. 88, Cannon-Street, London, E.C.,
November 20, 1873.

NOTICE is hereby given, that an Extraordinary General Meeting of the Proprietors of the London Chartered Bank of Australia will be held at the City Terminus Hotel, Cannon-street, London, E.C., on Tuesday, the 9th day of December next, for the declaration of a Dividend.

The chair will be taken at two o'clock precisely. The Transfer Books will be closed from the 2nd to the 9th December, both days inclusive.

By order of the Board,
W. M. Young, Secretary.

The Italian and Swiss Ice Company Limited.

NOTICE is hereby given, that, pursuant to the provisions of the 142nd section of the Companies Act, 1862, a General Meeting of the Italian and Swiss Ice Company Limited will be held on Monday, the 22nd day of December, 1873, at four of the clock in the afternoon, at the offices of Messrs. Humphreys and Morgan, the Solicitors for the Liquidators of the said Company, situate at Giltspur-chambers, Holborn-viaduct, in the city of London, for the purpose of having laid before the said Company an account of the Liquidators, showing the manner in which the winding up of the Company has been conducted, and the property of the said Company disposed of, and for the purpose also of hearing any explanation that may be given by the Liquidators.—Dated this 18th day of November, 1873.

G. Monico, } Liquidators.
G. Parini, }

The St. Helen's and Liverpool Alkali Company Limited.

AT an Extraordinary General Meeting of the Shareholders of the said Company, duly convened and held at the office of the Company, Boundary-road, St. Helen's, in the county of Lancaster, on the 17th day of November, 1873, the following Extraordinary Resolutions were unanimously carried:—

"That it having been proved to the satisfaction of the meeting that the Company cannot by reason of its liabilities continue its business, it is advisable to wind up the same, and the same be wound up voluntarily, in pursuance of the 129th section of the Companies Act, 1862, and of every other power and authority thereunto enabling.

"That Mr. John Graham, of 79, Tower-buildings, Liverpool, be and is hereby appointed Liquidator of the St. Helen's and Liverpool Alkali Company Limited, for the purpose of winding up the affairs and distributing the property and assets of the said Company, and he is to have and exercise without the sanction of any Court of law or equity all the powers and authorities by the Companies Act, 1862, given to Official Liquidators.

"And that the Directors, with the addition of Mr. Samuel Wyld, continue their powers."

John Bushby, Chairman.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Old Silkstone Colliery Company, Limited, held on the 17th day of October, 1873, at the offices of Messrs. Benjamin Whitworth and Brothers, 11, Cross-

street, in the city of Manchester, the following Special Resolutions, of which due notice had been given, were duly and unanimously passed, namely:—

“That it is advisable to wind up the Company, and that accordingly the Company be wound-up voluntarily under the provisions in that behalf of the Companies Act, 1862.”

“That Mr. Henry Ralph Blair, of 11, Cross-street, Manchester, be and is hereby appointed Liquidator for the purpose of winding up the affairs of the Company, and distributing the property thereof.”

And which said Resolutions were afterwards, at an Extraordinary General Meeting of the Company held at the same place, on the 4th day of November, 1873, duly confirmed in manner required by the Companies Act, 1862, for the passing of Special Resolutions.

James Holden, Chairman.

Rummage Sale.

WINES and Spirits for Sale by Public Auction, at the London Commercial Sale Rooms, Mincing-lane, on Thursday, November 27th, 1873, at one o'clock precisely, 17 Lots, sold by order of the proprietors of Fishmongers' Hall-wharf, including goods for which warrants have been issued, the owners thereof being unknown, unless rates and charges due thereon are paid before the day of sale, under Acts of Parliament, 9 and 10 Vict., chap. 399, and 10 and 11 Vict., chap. 300, local and personal.—Dated 20th November, 1873.

Jones, Bros., Proprietors of Fishmongers' Hall-wharf.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Auvergne Bituminous Rock and Paving Company Limited, held at St. Clement's House, Clement's-lane, in the city of London, on Wednesday, the 29th day of October, 1873, the following Resolution was unanimously passed, that is to say:—

“That this Company be dissolved, and wound up voluntarily.”

And notice is hereby further given, that at a Second Extraordinary General Meeting of the above Company, held at St. Clement's House, aforesaid, on Thursday, the 13th day of November, 1873, the above Resolution was unanimously confirmed.—Dated this 19th day of November, 1873.

S. Lloyd Foster, Chairman.

NOTICE is hereby given, that the Partnership heretofore existing between us (the undersigned, Job Moore and Thomas Binnington Turner, trading under the name of Moore and Turner, at Derwent Bridge, Derby, Timber Merchants, was mutually dissolved, as and from the 31st day of January last.—As witness our hands this 8th day of November, 1873.

Job Moore.
Thomas Binnington Turner.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, as Sewing Machine Dealers, at Ledget Green, in the county of York, under the style of John C. Baldwin, and at Bradford, in the county of York, under the style of A. R. Giles and Co., has been this day dissolved by mutual consent.—Dated this 18th day of November, 1873.

John Clayton Baldwin.
Arthur Robert Giles.

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, John Matthews and George Brooke, carrying on business at Shelley, in the county of York, as Coal Proprietors, under the firm of Matthews and Brooke, has been this day dissolved by mutual consent.—Dated this 14th day of November, 1873.

John Matthews.
George Brooke.

NOTICE is hereby given, that the Partnership heretofore subsisting between Edward Swift Stillwell and John Binny Chalmers, both of 26, Barbican, in the city of London, Merchants, under the style or firm of Stillwell, Chalmers, and Company, has this day been dissolved by mutual consent; and that the said Edward Swift Stillwell is authorised to receive all moneys and effects due to the firm; and all claims upon the said firm are to be sent to the said Edward Swift Stillwell, at 27, Barbican aforesaid, by whom the partnership affairs are to be wound up.—As witness the hands of the said parties this 6th day of October, 1873.

Edwd. S. Stillwell.
J. B. Chalmers.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, in the business of Contracting Engineers and Manufacturers of Girders, Floors, and other Ironwork, in or near Southwark-street, in the county of Surrey, and at Brazenose-street, Manchester, was dissolved by mutual consent, on the 7th day of August last, but so far only as regards the undersigned, John Davies Mucklow, and that henceforth the said business will be carried on solely by the undersigned Richard Isaac Measures, Robert Herbert Measures, and Robert Swarbrick.

John D. Mucklow. R. I. Measures.
R. H. Measures. R. Swarbrick.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Haslam, of Burnley, in the county of Lancaster, Wine Merchant, and Charles Sutcliffe, of Burnley aforesaid, Cotton Spinner, and Sarah Jane Veevers, of Brackley House, Embsay, near Skipton, in the West Riding of the county of York, widow, as executors of the will of Miles Veevers, late of Brackley House aforesaid, Gentleman, deceased, the late partner of the said George Haslam, carrying on business together at Gannow, near Burnley aforesaid, as Manufacturers, under the style or firm of Veevers and Haslam, has been dissolved by mutual consent, as and on the 31st day of March, 1873; and that all debts owing to or by the said late partnership will be received and paid by the said George Haslam.—As witness our hands this 13th day of November, 1873.

Geo. Haslam.
Chas. Sutcliffe.
S. J. Veevers.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Barber Wright, Christopher Dain, and Richard Peyton, as Proprietors of a Newspaper called “The Midland Counties Herald, Birmingham and General Advertiser,” under the firm of Wright, Dain, and Peyton, was dissolved by mutual consent on the 30th day of September, 1873.—Dated this 10th day of November, 1873.

Thomas Barber Wright.
Christopher Dain.
Richard Peyton.

NOTICE is hereby given, that the Partnership heretofore carried on between the undersigned, as Insurance Brokers, at Lloyd's and at 20, Great St. Helen's, in the city of London, under the firm of Fred. Natusch and Co., has been this day dissolved by mutual consent. All debts due to or from the partnership will be received and paid by the signed, Frederic Bernstein Bernard Natusch.—Dated this 11th day of November, 1873.

F. A. Sadler.
F. B. B. Natusch.

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Elizabeth Mary Ann Wade and Ellen Hickey, carried on by us as Milliners and Dressmakers, at 108, Edgware-road, Middlesex, has been dissolved by mutual consent, as from the 6th day of November, 1873. All debts due to and to be payable by the said partnership will be received and payable by the said Elizabeth Mary Ann Wade.—Dated this 14th day of November, 1873.

E. Hickey.
E. M. A. Wade.

NOTICE is hereby given, that the Partnership heretofore subsisting between Joseph Lynch and Henry William Cresswell, carrying on business as Merchants and Ship Chandlers, at No. 10, Warkworth-terrace, Commercial-road East, in the county of Middlesex, under the style or firm of Lynch and Co., has this day been dissolved by mutual consent. All debts due by or to the said late partnership will be paid and received by Henry William Cresswell.—Dated this 31st day of October, 1873.

Joseph Lynch.
H. W. Cresswell.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Collins and Thomas Raw Simpson, at Otley, in the county of York, as Joiners and Builders, under the style or firm of Collins and Simpson, was this day dissolved by mutual consent; and that all debts due to or owing by the said copartnership will be received and paid by the said John Collins.—Dated this 17th day of November, 1873.

*John Collins.
Thomas Raw Simpson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Harrison Page and Jacob Peter Larsen, carrying on business as Ship Brokers, Coal Exporters, and Commission Merchants, at Swansea, in the county of Glamorgan, under the style or firm of Page, Larsen, and Co., was dissolved on the 31st day of October last, by mutual consent.—Dated the 8th day of November, 1873.

*Alfred H. Page.
J. P. Larsen.*

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, Lemuel Callaway Pearce and Joseph Gore, as Woollen Cloth Merchants, at Trowbridge, in the county of Wilts, under the style or firm of Pearce and Gore, has been this day dissolved by mutual consent; and that the business will in future be carried on by the said Lemuel Callaway Pearce alone, by whom all debts due to or owing by the said partnership will be received and paid.—As witness our hands this 14th day of November, 1873.

*Lemuel Callaway Pearce.
Joseph Gore.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by William Goreham, Alfred Tolhurst, Henry D'Oyle, John Curtis, and James Davies, under the firm or style of Goreham and Co., at Northfleet, in the county of Kent, in the trade or business of Cement Manufacturers, was this day dissolved, as from the 29th day of September last, by mutual consent, so far as relates to the said Alfred Tolhurst. All debts due and owing to or by the said partnership will be paid and received by the said William Goreham, Henry D'Oyle, John Curtis, and James Davies, who will continue to carry on the said business on their own account, under the style or firm of Goreham and Co.—As witness our hands this 17th day of November, 1873.

*Wm. Goreham.
Alfred Tolhurst.
Hy. D'Oyle.*

*J. Curtis.
James Davies.*

NOTICE is hereby given, that the business carried on by us, the undersigned, Thomas Tennant Lachlan, Joseph Lachlan, and William Henry Carrington, under the style or firm of Lachlan and Co., at No. 77, Cornhill, in the city of London, as Ship and Insurance Brokers, has this day been dissolved by mutual consent, and that the business will in future be carried on by Joseph Lachlan and William Henry Carrington, under the style or firm of Lachlan and Carrington, at No. 77, Cornhill aforesaid.—Dated this 18th November, 1873.

*Thos. Tennant Lachlan.
Jos. Lachlan.
W. H. Carrington.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Margaret Walkden, late of Blackburn, but now of Manchester, both in the county of Lancaster, Widow, and James Dixon, of Blackburn aforesaid, Paper Stainer, carrying on business at Blackburn aforesaid, as Paper Stainers, under the style or firm of Walkden and Dixon was, on the 4th day of November, 1873, dissolved by mutual consent. All debts due to or owing by the said late firm will be received or paid, as the case may be, by the said James Dixon, who will carry on the business for the future on his own account.—Dated the 12th day of November, 1873.

*Margaret Walkden.
James Dixon.*

NOTICE is hereby given, that the Partnership formerly subsisting between the undersigned, Robinson Brear and Solomon Brear, as Worsted Manufacturers and Yarn Agents, at Hallas Bridge, in the township of Allerton-cum-Wilsden, in the county of York, and at Bradford, in the said county, or elsewhere, was, on the 24th day of August, 1872, dissolved by mutual consent. The business of a Worsted Manufacturer at Hallas Bridge aforesaid, is now carried on by and upon the sole account of the said Robinson Brear, and the business of a Yarn Agent, at Bradford aforesaid, is now carried on by and upon the sole account of the said Solomon Brear.—Dated the 12th day of November, 1873.

*Robinson Brear.
Solomon Brear.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Hyde, Samuel William Hyde, and John George Hyde, as Merchants, formerly at No. 49, Leadenhall-street, and now at No. 3, East India-avenue, in the city of London, under the style or firm of Hyde and Co., has been this day dissolved by mutual consent, as far as relates to the said John George Hyde; and all debts owing to or by the said firm will be received and paid by the said Samuel Hyde and Samuel William Hyde, who will continue to carry on the said business under the aforesaid style or firm of Hyde and Co.—Dated this 19th day of November, 1873.

*Samuel Hyde.
John Geo. Hyde.
S. W. Hyde.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Henry Evans Gordon, George William Plukenett Woodroffe, and Francis Borthwick, as Merchants and Commission Agents, at London and Madras, under the style or firm of Gordon, Woodroffe, and Co., was this day dissolved by mutual consent so far as regards the said Henry Evans Gordon. The business of the partnership will be carried on by the remaining partners, under the same style, and in the same places as heretofore.—As witness our hands this 20th day of November, 1873.

*Henry Evans Gordon.
G. W. P. Woodroffe.
Francis Borthwick.*

NOTICE is hereby given that the Partnership lately subsisting between us the undersigned, George William Septimus Piesse and James Phillips, carrying on business at No. 2, New Bond-street, in the county of Middlesex, the Bonded Warehouse B, Saint Katherine Docks, in the county of Middlesex, and at the Distillery, Mitcham-road, (Croydon, in the county of Surrey, as Manufacturers and Wholesale and Retail Vendors of Perfumes, Soap, Scents, and other articles of the Toilet, under the style of Piesse and Lubin, was dissolved as from the 9th day of October, 1873. And that the said business has been continued since the said dissolution, and will be carried on as heretofore by the said George William Septimus Piesse, under the style of Piesse and Lubin, on his own account. And that all debts and sums of money respectively, owing to or by the said partnership, will be received and paid by the said George William Septimus Piesse.—Witness our hands this 17th day of November, 1873.

*G. W. Septimus Piesse.
James Phillips.*

NOTICE is hereby given, that the Copartnership business heretofore carried on by Alfred Warwick, William Edward Wyeth and Frederick Aldhous, at No. 6, Lloyd's-row, Saint John's-street-road, Clerkenwell, in the county of Middlesex (trading as A. Warwick and Co.), Bracelet, Gem Ring, and Locket Makers, and General Mounters, has been dissolved, by the retirement of the said William Edward Wyeth, from the said firm; and notice is also given, that the said Alfred Warwick and Frederick Aldhous, will continue to carry on the said business as partners at No. 6, Lloyd's-row aforesaid, and all debts due from the said late copartnership are to be paid by them, and all debts due to the said late firm are to be paid to them only.—Dated this 18th day of November, 1873.

*William Edward Wyeth.
Alfred Warwick.
Frederick Aldhous.*

NOTICE is hereby given, that the Partnership subsisting between the undersigned, John Marshall and Barnabas Winrow, under the style or firm of Marshall and Winrow, and carrying on business at Southport, in the county of Lancaster, as Slaters and Plasterers, was dissolved, by mutual consent, on the 3rd day of May, 1873.—As witness our hands this 18th day of November, 1873.

*John Marshall.
Barnabas Winrow.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Samuel Bayley, Henry Hunt, and Frederick Crowson, as Colliery Proprietors, at King's Hill, Wednesbury, in the county of Stafford, under the style or firm of the King's Hill Colliery Company, was this day dissolved by mutual consent so far as regards the said Frederick Crowson, who has this day retired from the concern. And that all debts due and owing to or by the late firm, will be received and paid by the said Samuel Bayley and Henry Hunt.—Dated this 15th day of November, 1873.

*Samuel Bayley.
the
Henry X Hunt.
Mark of.
Frederick Crowson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Wilson and William Burtenshaw, carrying on the business of Meat Carriers, at No. 30, North Keppel-mews, Russell-square, in the county of Middlesex, was dissolved on the 17th day of November instant, by mutual consent; and the said business will be continued by the said William Burtenshaw on his own account.—Witness our hands this 17th day of November, 1873.

John Wilson.
William Burtenshaw.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Dixon Dixon and Albert Charles Ansell, of Margate, in the county of Kent, Booksellers, Stationers, and News-vendors, has this day been dissolved by mutual consent. All debts due and owing to or from the said partnership will be received and paid by the said Albert Charles Ansell, by whom the business will in future be carried on.—As witness our hands this 15th day of November, 1873.

Charles Dixon Dixon.
Albert Charles Ansell.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Hankinson and Daniel Harrison Lowry, as Soda-water Manufacturers, under the firm of Hankinson and Lowry, carrying on business in Alcock-street, Runcorn, Cheshire, has been this day by mutual consent dissolved. And that all debts due from the said firm are to be paid by, and all debts due to the said firm are to be received by the said William Hankinson, and that the said business will henceforward be carried on by the said William Hankinson on his separate account.—Dated this 17th day of November, 1873.

William Hankinson.
D. H. Lowry.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Herod Perkins and Heman Perkins, trading as Fruiterers and Dealers in Game and Poultry, at Mary-street, Balsall-heath, in the parish of King's Norton, in the county of Worcester, and in the Market Hall, Birmingham, in the county of Warwick, under the style of Perkins Brothers, has this day been dissolved by mutual consent. All debts due and owing to or from the late firm will be received and paid by the said Heman Perkins, by whom the business will henceforth be carried on.—Dated the 18th day of November, 1873.

Herod Perkins.
Heman Perkins.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Toothill and William Toothill, as Coal Merchants, at Ha-worth, in the county of York, under the style or firm of J. and W. Toothill, is this day dissolved by mutual consent.—Witness our hands this 19th day of November, 1873.

Joseph Toothill.
William Toothill.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Cuthbert Cooper and Thomas Brown Cooper, as Merchants at Newcastle-upon-Tyne, under the style or firm of Cooper Brothers and Co., has been this day dissolved. All debts due to or payable by the said firm will be received or paid by the said James Cuthbert Cooper alone.—Dated this 11th day of November, 1873.

Thos. B. Cooper.
James Cuthbert Cooper.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Cole Fincham and Joseph Hayward Belyse, practising at Blandford Forum, in the county of Dorset, as Attorneys and Solicitors, under the style or firm of Fincham and Belyse, was on the 29th day of September last dissolved by mutual consent.—Dated this 6th day of November, 1873.

W. C. Fincham.
J. Hayward Belyse.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Horatio Harriman Ayre, Algernon Sydney Ayre, and William Henry Bell, under the style or firm of Ayres, Bell, and Co., at Irwell-chambers, Old Hall-street, Liverpool, in the county of Lancaster, in the trade or business of General Merchants, has been dissolved by mutual consent as from the 15th day of November instant. All debts owing to and by the said firm will be received and paid by the said William Henry Bell.—As witness the hands of the said parties this 17th day of November, 1873.

Horatio Harriman Ayre.
Algernon Sydney Ayre.
William Henry Bell.

NOTICE is hereby given, that the Partnership heretofore subsisting between Joseph Boulicott William Crew and James Kidman, at No. 6, Jeffreys-square, St. Mary Axe, Ship Brokers, has been dissolved as from the 29th day of September, 1873.—Dated this 17th November, 1873.

J. Kidman.
J. B. W. Crew.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Williams and Samuel Bignold, formerly carrying on business together in partnership as Veterinary Surgeons, under the style or firm of Williams and Bignold, at No. 9, Wilton-road, and No. 52, Eccleston-place, Pimlico, and Lillie-bridge, West Brompton, all in the county of Middlesex, has been by mutual consent dissolved as from the 24th day of October last. All debts owing to and by the late partnership will be respectively received and paid by the undersigned, George Williams, who will continue to carry on the business on his own account at the said premises, No. 9, Wilton-road and 52, Eccleston-place. The business at the said premises at Lillie-bridge will be carried on by the undersigned Samuel Bignold on his own account.—Dated this 19th day of November, 1873.

George Williams.
Sam. Bignold.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Edward Percy Thompson and William Jesty, of High-street, Gosport, in the county of Southampton, trading under the style or firm of Jesty and Co., at the said address as Manufacturers of a Composition for Coating Ships' Bottoms, &c., was this day dissolved by mutual consent.—As witness the hands of the said parties this 20th day of May, 1873.

William Jesty.
Edward Percy Thompson.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John William Ward Brayne and Ainslie Ensor, carrying on business as Brayne and Ensor, under the style or firm of Brayne and Ensor, at 103, Great Charles-street, Birmingham, in the county of Warwick, was this day dissolved by mutual consent.—As witness our hands this 31st day of October, 1873.

John William Ward Brayne.
Ainslie Ensor.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Ravenhill and Herbert Howard Keeling, as Iron Manufacturers, at Rotherhithe, under the firm of Howard, Ravenhill, and Co., has been this day dissolved by mutual consent.—Dated this 17th day of November, 1873.

Henry Ravenhill.
Herbert Howard Keeling.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Robert Joseph Birdsworth Smart and Richard Williams, as Yarn Agents, at No. 12, Hodson's-square, Market-street, Manchester, has been dissolved by mutual consent as from the 2nd day of October last.—As witness our hands this 17th day of November, 1873.

Robert J. B. Smart.
R. Williams.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Pickup, John Pickup, and Edward Pickup, as Cotton Spinners and Manufacturers, at Dean, near Newchurch-in-Rossendale, in the county of Lancaster, under the style or firm of James Pickup and Brothers, was so far as regards the said John Pickup dissolved by mutual consent on the 29th day of October last. All debts owing to and by the said firm will be received and paid by the said James Pickup and Edward Pickup, who will continue the said business on their own account.—As witness our hands this 12th day of November, 1873.

James Pickup.
John Pickup.
Edward Pickup.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Bellshaw Hodgson and Thomas Gibson, as Wine, Spirit, and Cigar Merchants, at No. 21, High-street, in the borough of Kingston-upon-Hull, and as Farmers, Maltsters, Brewers, and Porter Merchants, at Foston, in the county of York, under the style or firm of Hodgson and Gibson, has been dissolved by mutual consent as and from the 1st day of October last, so far only as relates to or concerns our said businesses as Farmers, Maltsters, Brewers, and Porter Merchants, at Foston aforesaid.—As witness our hands this 14th day of November, 1873.

John B. Hodgson.
Thos. Gibson.

SAMUEL PARKER, 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 claims or demands against the estate of Samuel Parker, late of Leicester, in the county of Leicester, Shoe Manufacturer (who died on the 5th day of October, 1872, intestate, and of whose estate letters of administration were granted on the 27th day of November, 1872, by the District Registry of the Court of Probate, at Leicester, to Elizabeth Parker, of Leicester aforesaid, the widow of the said Samuel Parker) are hereby required to send particulars of such claims or demands to me the undersigned, the Solicitor for the said administratrix, on or before the 31st day of December, 1873, when the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said administratrix shall have then had notice; and such administratrix will not be liable for any of the assets so distributed to any person of whose debts, claims, or demands she shall not have had notice.—Dated this 19th day of November, 1873.

JOSEPH HARVEY, 36, Pocklington's - walk, Leicester, Solicitor to the said Administratrix.

Re **ALFRED FAULCONBRIDGE** the Elder, deceased. Pursuant to an Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands against the estate of Alfred Faulconbridge the elder, late of Bulwell, in the county of Nottingham, farmer, deceased (who died on the 4th day of March, 1873, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate, at Nottingham, on the 1st day of April, 1873 by Alfred Faulconbridge (heretofore the younger), William Carter, John Hopcroft, and Henry Hopcroft, the executors therein named), are hereby required to send, in writing, the particulars of such debts, claims, or demands, to the undersigned David William Heath, the Solicitor of the said executors, on or before the 22nd day of December, 1873, 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 debts, 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, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 18th day of November, 1873.

D. W. HEATH, St. Peter's Church-walk, Nottingham, Solicitor to the said Executors.

MARTHA BUTLER, Deceased.

Pursuant to the Statute 22nd and 23rd Vic. cap 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Martha Butler, late of No. 1, Merton-terrace, Ilfley-road, Oxford, Spinster, deceased (who died on the 16th day of October, 1873, and whose will was proved on the 12th day of November, 1873, at the District Registry of Her Majesty's Court of Probate, at Oxford, by Amy Harris, of Pembroke Cottage, Saint Clements, Oxford, widow, and Caroline Butler, and Emma Butler, both of Hillfoot Lodge, Saint Clements, Oxford, Spinsters, the executrices therein named) are required to send particulars of their claims to me the undersigned at my office, No. 16, New Inn, Hall-street, Oxford, on or before the 18th day of December next, after which date the said executrices will proceed to distribute the assets of the deceased among the persons entitled thereto, and will not afterwards be liable to any person of whose claim they shall not then have had notice.—Dated this 18th day of November, 1873.

WM. HY. WALSH, Solicitor, Oxford.

Re CHARLES BOWLES, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands against the estate of Charles Bowles, late of No. 1, China Hall-place, Rotherhithe, in the county of Surrey, Firewood Dealer (who died on the 8th day of August, 1873, and letters of administration of whose estate and effects was granted by the Principal Registry of Her Majesty's Court of Probate, on the 28th day of August, 1873, to Eliza Bowles, of No. 1, China Hall-place aforesaid, widow and administratrix of the deceased) are hereby required to send in the particulars of their debts, claims and demands to the said administratrix, at the Office of her Solicitors, Messrs.

Sandom and Kersey, at No. 108, High-street, Deptford, in the county of Kent, on or before the 21st day of December, 1873. After the expiration of which time the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said administratrix shall then have had notice. And that the said administratrix will not be liable for the assets or any part thereof so distributed to any person of whose debt, claim, or demand she shall not have had such notice as aforesaid.—Dated this 10th day of November, 1873.

SANDOM and KERSEY, Solicitors to the said Administratrix.

CHARLOTTE TINNEY, Deceased.

Pursuant to an Act of Parliament of the 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and all other persons having claims or demands upon or affecting the estate of Charlotte Tinney, late of Salisbury, in the county of Wilts, widow, deceased (who died on the 6th day of October, 1873, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 31st day of December, 1873, by the Rev. Henry Thomas May, of South Petherwin, in the county of Cornwall, Clerk in Holy Orders, and Michael John Rowlandson, of Bournemouth, in the county of Southampton, a Lieutenant-Colonel in Her Majesty's Army, the executors therein named), are hereby required to send the particulars in writing of such claims or demands to Messrs. Lee and Houseman, of Salisbury, in the county of Wilts, Solicitors for the said 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 testatrix among the parties entitled thereto, having regard only to the claims of which they had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed or dealt with to any person or persons of whose debt, claim, or demand they shall not have received notice at the time of such distribution.—Dated the 5th day of November, 1873.

LEE and HOUSEMAN, Salisbury, Solicitors to the said Executors.

Mr. JOHN WHITTAKER, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, "An Act to further amend the Law of Property and to relieve Trustees."

ALL creditors and others having any claims or demands upon or against the estate of Mr. John Whittaker, late of Stand-lane, Radcliffe, in the county of Lancaster, Ironmonger, deceased (who died on the 17th day of July, 1872, and whose will was proved at Manchester on the 23rd day of August, 1872, are, on or before the 1st day of February next to send in the particulars of such claims or demands to Mr. John Samuel Chorlton, of Stoneclough Kersley, in the said county, Civil Engineer, and Mr. Isaac John Whittaker, of Ringley, within Pilkington, in the said county, Power Loom Cloth Manufacturer, at the office of Messrs. Greenhalgh and Finney, No. 8, Acres-field, Bolton, in the said county, and in default thereof the said executors will proceed to distribute the assets of the said deceased, and will not be liable for such assets or any part thereof so distributed to any person of whose claims they shall not have had notice.—Dated this 20th day of November, 1873.

GREENHALGH and FINNEY, Solicitors for the said Executors.

Mr. JOHN TRAVIS, Deceased.

Statutory Notice to Creditors.

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."

THE creditors of and all persons claiming debts or liabilities affecting the estate of John Travis, late of Luzley Brook, in the township of Royton, in the county of Lancaster, Gentleman (formerly Cotton Spinner), deceased (who died on or about the 11th day of August, 1868, and whose will was proved by the Reverend William Illingworth and John Dawson, Esq., acting executors of the said deceased, in the District Registry at Manchester of Her Majesty's Court of Probate, on the 29th day of October, 1868) are required, on or before the 1st day of January next, to send in the particulars of their claims against the estate of the said deceased, with the nature of their securities (if any) to the said William Illingworth, the surviving executor, at the offices of Messrs. Harrison and Smith, Solicitors, Wakefield, and in default thereof the said William Illingworth will proceed to distribute the assets of the said deceased amongst the parties entitled thereto having regard to the claims of which he shall then have had notice; and will not be liable for

the assets so distributed to any person of whose claims he shall not have had notice at the time of such distribution.—Dated this 6th day of November, 1873.

HARRISON and SMITH, Solicitors to the said William Illingworth.

MARY CAMSALL, 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 against the estate of Mary Camsall, late of East Retford, in the county of Nottingham, Spinster, deceased (who died on the 16th day of December, 1873, and whose will was on the 9th day of January, 1873, proved in the Nottingham District Registry of Her Majesty's Court of Probate, by John Sharpe, the sole executor herein named) are hereby required to send in the particulars of their debts, claims, and demands, on or before the 16th day of December next, to the said executor, at the office of his Solicitors, Messrs. Marshall Sons and Besoby, of East Retford aforesaid; and notice is hereby further given, that after the said 16th day of December next the said executor will proceed to distribute the assets of the said testatrix amongst the parties entitled thereto, having regard only to the debts, claims, or demands, of which he shall then have received notice as aforesaid.—Dated the 19th day of November, 1873.

MARSHALL SONS and BESOCY, East Retford, Solicitors for the said Executor.

JOHN BIDWELL, Esq., Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of Her present Majesty, Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of John Bidwell, formerly of the Foreign Office, then of No. 91, Onslow-square, in the county of Middlesex, then of Pwll Court, Llangatock, but late of Danygarth House, Crickhowell, in the county of Brecon, Esq., deceased (who died on the 22nd day of August, 1873, and whose will was duly proved in the Principal Registry of Her Majesty's Court of Probate, on the 8th day of November, 1873, by the Right Honourable the Lady Selina Catherine Bidwell, Thomas Henry Sanderson, Esq., and Edwin Newman, Gentleman, the executors therein named), are hereby required to send, in writing, the particulars of their debts, claims, and demands to us the undersigned, Solicitors to the said executors, on or before the 1st day of January, 1874, 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 debts, claims, and demands of which they shall then have received notice; and that the said executors will not be answerable or liable for such assets, or any part thereof, to any person of whose claim they shall not then have received notice.—Dated this 14th day of November, 1873.

NEWMAN and LYON, 7, King's Bench-walk, Temple, London.

Lady SARAH MAITLAND, 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 Lady Sarah Maitland, late of the Palace, Hampton Court, in the county of Middlesex, Widow and relict of the late General Sir Peregrine Maitland, G.C.B. (who, having survived her said husband, died on or about the 8th day of September, 1873, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 9th day of October, 1873, by Major-General Charles Lennox Brownlow Maitland, the son of the said deceased, and Rear-Admiral the Honourable Frederic Herbert Kerr, commonly called Lord Frederic Herbert Kerr, her executors), are, on or before the 31st day of December, 1873, to send by post, prepaid, to us the undersigned, Solicitors for the said executors, the full particulars of their claims, together with their Christian and surnames, addresses and descriptions, and a statement of their accounts and the nature of the securities (if any) held by them; after which time the executors will distribute or appropriate the assets of the said deceased amongst or for the benefit of the parties entitled thereto, having regard to the claim of which the executors shall then have notice; and that they will not be liable for the assets so distributed or appropriated, to any person of whose claim they shall not then have had notice.—Dated the 14th day of November, 1873.

PARKIN and PAGDEN, 5, New-square, Lincoln's-inn, Solicitors for the Executors.

NATHANIEL ALLEN TRAVIS, M.D.; Deceased.
Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Nathaniel Allen Travis, Doctor of Medicine, deceased, lately residing at Nice, in France (who died on the 14th day of August, 1873, at Brussels, in Belgium, and whose will was proved on the 3rd day of October, 1873, in the Principal Registry of Her Majesty's Court of Probate, by William Richardson Travis and John Young and William Travis Travis, three of the executors named in the said will), are required to send in written particulars of their claims or demands to me the undersigned, at my office, situate at No. 6, Whitefriar-gate, in the borough of Kington-upon-Hull, on or before the 1st day of February next, 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 to the claims of which they shall then have had notice; and they will not be liable for the assets, or any part thereof, so distributed, to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 14th day of November, 1873.

EDW. J. WILSON, 6, Whitefriar-gate, Hull, Solicitor to the said Executors.

CAROLINE EDGELL, Widow, Deceased.

Pursuant to Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand against or affecting the estate and effects of Caroline Edgell, late of No. 21, Cadogan-place, in the parish of Chelsea, in the county of Middlesex, Widow (who died on the 11th day of October, 1873, and whose will was proved on the 13th day of November, 1873, in the Principal Registry of Her Majesty's Court of Probate, by the Reverend Harry Edgell, of Nacton, in the county of Suffolk, Clerk in Holy Orders, and James Edgell, of No. 17, Clifford's-inn, in the city of London, the executors named in the said will), are hereby required to send particulars of such claims or demands to the said executors, at the office of their Solicitor, Mr. James Edgell, No. 17, Clifford's-inn, Fleet-street, in the city of London, on or before the 30th day of November, 1873, after which day the said executors will proceed to distribute the assets of the said Caroline Edgell, deceased, amongst the parties respectively entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and that after that date they will not be answerable or liable for the said assets, or any part thereof, so distributed, to any person of whose claim or demand they shall not then have had notice.—Dated this 15th day of November, 1873.

JAS. EDGELL, 17, Clifford's-inn, London, Solicitor for the said Executors.

Re JAMES ASHWORTH, Deceased.

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of James Ashworth, of Spring Cottage, in the township of Sharples, in the parish of Bolton, in the county of Lancaster, Gentleman, deceased (who died on the 2nd day of June, 1872, and whose will, with the codicil thereto, was duly proved in the Manchester District Registry of the Court of Probate, on the 7th day of July, 1873, by William Knowles, of Newchurch, in the Forest of Rossendale, in the said county, Gentleman, and James Clegg, of Glen Top, near Newchurch aforesaid, Bookkeeper, two of the executors named in the said will), are hereby required to send in the particulars of such claims or demands to us, the undersigned, on or before the 3rd day of December next, after which day the executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not after that time be liable for the said assets, or any part thereof, to any person of whose claim or demand they, the said executors, shall not then have had notice.—Dated this 14th day of November, 1873.

HARGREAVES and KNOWLES, Newchurch, Solicitors to the said Executors.

Notice to Creditors.

In the Goods of JOHN KIRK, Deceased.

NOTICE is hereby given, pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees," that all persons claiming to be creditors, or otherwise having any claims or demands against or affecting the estate of John Kirk, late of Richmond Lodge, in the county of Down, Linen Merchant, deceased, and lately trading at Belfast, in the county of Antrim, and at Keady, in the county of Armagh, and in New York, in the United States of America, under the style and firm of William Kirk and Son

(who died at Richmond, in the county of Surrey, on the 1st day of June, 1873, and probate of whose will was granted forth of the District Registry at Belfast of Her Majesty's Court of Probate in Ireland, on the 2nd day of July, 1873, to William Miller Kirk, of Darkley, Keady, in the said county of Armagh, Merchant, one of the executors named in [said will], the other executor therein named having duly renounced), are hereby required, on or before the 1st day of March, 1874, to send to the said William Miller Kirk, at No. 12, Bedford-street, Belfast, the particulars of such debts, claims, or demands, or in default thereof, the said William Miller Kirk will, at the expiration of the term above-mentioned, distribute the assets of the said John Kirk, deceased, amongst the parties entitled thereto, having regard only to the debts, claims, or demands of which he shall then have notice in pursuance of the said Statute.—Dated this 14th day of November, 1873.

GEORGE K. SMITH, the Castle, Belfast, and 55, Upper Sackville-street, Dublin, Solicitor for the said Executor, William Miller Kirk.

JAMES OLIVER, Deceased.

Pursuant to an Act of Parliament of 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 or against the estate of James Oliver, late of Lambourn Cottage, Bow-road, in the county of Middlesex, Esq., deceased (who died on the 23rd day of October, 1873, and whose will was proved on the 8th day of November, 1873, in the Principal Registry of Her Majesty's Court of Probate, by Caroline Ellen Oliver, of Lambourn Cottage, Bow-road, in the said county, Widow, the relict of the deceased, and George Jones Kent, of No. 5, Cottage-road, Mile End, in the said county, Gentleman, the executors therein named), are hereby required to send in the particulars, in writing, of their respective debts, claims, or demands to the said executors, at the office of their Solicitor, Mr. William Henry Oliver, of No. 64, Lincoln's-inn-fields, in the county of Middlesex, on or before the 15th day of December, 1873, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts, claims, and demands 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 debt, claim, or demand they shall not then have had such notice as aforesaid.—Dated this 11th day of November, 1873.

W. H. OLIVER, 64, Lincoln's-inn-fields, Solicitor to the said Executors.

Re GODFREY ADDY, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., 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 against the estate of Godfrey Addy, late of Pontefract, in the county of York, Gentleman (who died on the 22nd day of September, 1873, and whose will was proved in the Wakefield District Registry of Her Majesty's Court of Probate, by Elizabeth Susannah Addy, of Pontefract aforesaid, widow and relict of the said deceased, and sole executrix therein named), are hereby required to send in the particulars of their respective debts or claims upon or against the said estate, with the nature of the securities (if any) to the said Elizabeth Susannah Addy, on or before the 20th day of December next. And notice is hereby also given, that after the said 20th day of December next, the said executrix will proceed to deal with the assets of the deceased, having regard to the debts or claims of which she shall then have notice; and that the said executrix will not be liable for the assets, or any part thereof, to any person of whose debt or claim she shall not then have notice.—Dated this 17th day of November, 1873.

W. E. CARTER, Solicitor to the said Executrix.

STEPHEN WARNER, 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 other persons having any claims or demands upon or against the estate of Stephen Warner, late of North Petherton, in the county of Somerset, Tailor, deceased (who died on the 3rd day of June, 1873, intestate, and letters of administration of whose estate and effects were, on the 22nd day of October, 1873, granted by the District Registry attached to Her Majesty's Court of Probate at Taunton, to Walter Warner, of North Petherton aforesaid, Tailor, the administrator), are hereby required to send the particulars of their respective debts or claims upon or against the said estate, with the nature of their securities (if any) to Messrs. Ruddock and Auber, Bridgewater, Somerset, the Solicitors of the said adminis-

trator, on or before the 20th day of December next. And notice is hereby also given, that after the said 20th day of December next, the said administrator will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the debts or claims of which the said administrator shall then have had notice; and that the said administrator will not be liable to any person for the assets, or any part thereof, so distributed of whose debt or claim he shall not have notice at the time of such distribution.—Dated this 15th day of November, 1873.

RUDDOCK and AUBER, Bridgewater, Somerset, Solicitors for the Administrator.

JOHN RANSON, 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 other persons having any claims or demands upon or against the estate of John Ranson, late of Manor Farm, Monkseleigh, in the county of Suffolk, Farmer, deceased (who died on or about the 9th day of February, 1873, intestate, and of whose personal estate and effects letters of administration were granted out of the Principal Registry of Her Majesty's Court of Probate, on the 31st day of March, 1873, to John Ranson, his son), are hereby required to send particulars, in writing, of their claims and demands to me, the undersigned, as Solicitor for the said administrator, on or before the 31st day of December, 1873. And notice is hereby also given, that after that day the said administrator will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which the said administrator shall then have had notice; and further take notice, 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 demands he shall then not have had notice as aforesaid.—Dated this 18th day of November, 1873.

GEO. C. SHERRARD, 11, Lincoln's-inn-fields, W.C., Solicitor for the said Administrator.

WILLIAM TEMPERLEY, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Temperley, late of Heaton Low House Farm, in the township of Byker, in the borough and county of Newcastle-upon-Tyne, Gentleman, deceased (who died on the 16th day of October, 1873, and whose will was proved on the 4th day of November, 1873, at the District Registry of Her Majesty's Court of Probate at Newcastle-upon-Tyne, by William Temperley, of Caribees Medomsley, in the county of Durham, Farmer, John Edward Temperley, of Eland Hall, Ponteland, in the county of Northumberland, Husbandman, and William Brewis Elsdon, of Newcastle-upon-Tyne, Solicitor, the executors therein named), are required to send particulars of their claims to me, the undersigned, at my office, No. 4, Royal-arcade, Newcastle-upon-Tyne, on or before the 24th day of December next, after which date the said executors will proceed to distribute the assets of the deceased among the persons entitled thereto, and will not afterwards be liable to any person of whose claims they shall not then have had notice.—Dated this 12th day of November, 1873.

WILLIAM BREWIS ELDON, Solicitor 4, Royal-arcade, Newcastle-upon-Tyne, one of the said Executors.

JOHN COLEMAN, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons claiming debts or liabilities against the estate of John Coleman, late of Melbury Osmond, in the county of Dorset, Gentleman (who died on the 8th day of October last, and whose will was proved by John Roe Cooper, of Dorchester, in the said county of Dorset, Schoolmaster, and John Trenchard, of Evershot, in the same county, Yeoman, the executors therein named, in Her Majesty's Court of Probate in the District Registry of Dorset, on the 30th day of October last), are to send to the said John Roe Cooper, at his residence, 2, Wollaston-villas, Dorchester, their claims against the estate of the said testator, on or before the 31st day of December next, at the expiration of which time the said executors will distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts or claims of which they shall then have notice; and they will not be liable for any part of such assets to any person or persons of whose claim they shall not then have had notice. And all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts to the said John Roe Cooper.—Dated this 15th day of November, 1873.

JOHN ROE COOPER.
JOHN TRENCHARD.

GEORGE YEWDALL, Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, to all creditors and other persons having claims or demands against the estate of George Yewdall, late of Leeds, in the county of York, Solicitor, deceased (who died on the 5th day of June, 1873, and whose will, and a codicil thereto, were proved on the 11th day of November, 1873, by Arthur Taylor, of Colton, near Leeds aforesaid, Gentleman, Edwin Yewdall, of Leeds aforesaid, Chemist, and Christopher Leefe Dresser, of Leeds aforesaid, Land Surveyor, the trustees and executors therein named, in the District Registry at Wakefield attached to Her Majesty's Court of Probate), to send the particulars of such claims or demands to the said Edwin Yewdall, Chemist, Wade-lane, Leeds, or to us, the undersigned, as their Solicitor, on or before the 1st day of March, 1874, and in default thereof, the said executors will after that day proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard to the claims only 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 claim or demand they shall not then have had notice. And notice is hereby further given, that all persons who are indebted to the estate of the said George Yewdall, deceased, are requested forthwith to pay such debts to the said executors.—Dated this 18th day of November, 1873.

NORTH and SONS, Solicitors, 4, East P e, Leeds.

JOHN CROOK, 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 Crook, late of North-street, Bedminster, in the city of Bristol, Brewer, deceased (who died on or about the 18th day of September, 1873, and whose will was proved by Sarah Ann Crook, of North-street, Bedminster aforesaid, Widow, and Frederick Henry Ball, of the city of Bristol, Maltster, executors therein named, on the 29th day of October, 1873, in the District Registry at Bristol of Her Majesty's Court of Probate), are hereby required to send in particulars of their claims and demands to the said S. A. Crook and F. H. Ball, or to Messrs. Fry, Otter, and Brown, of Shannon-court, Bristol, the Solicitors of the said executors, on or before the 1st day of January next. And notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had 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 14th day of November, 1873.

FRY, OTTER, and BROWN, Shannon-court, Bristol, Solicitors to the said Executors.

BERNARD GILPIN LACY, Deceased.

Pursuant to the Act 22nd and 23rd Victoria, chapter 35.

NOTICE is hereby given, that all persons having any claim upon the estate of Bernard Gilpin Lacy, late of 32, Hampden-road, Brighton, and formerly of Poole, Dorset (who died on the 4th October, 1873, and whose will was proved in the Principal Registry, on the 12th November, 1873, by William Henry Ballard, the executor), are required to send particulars thereof, in writing, to the undersigned, on or before the 23rd day of December next, after which day the said executor will distribute the assets of the said deceased, having regard only to the claims of which he shall then have had notice.—Dated this 15th day of November, 1873.

THOS. CHAS. A. BRINE, Market-street, Poole, Dorset, Solicitor for the Executor.

CHARLES SMITH, 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 upon or against the estate of Charles Smith, late of No. 14, Green-street, Wellington-street, Blackfriars-road, and of No. 18, Grove Hill-terrace, Grove-lane, Camberwell, both in the county of Surrey, Sugar Refiner and Vinegar Maker (who died on the 11th day of September, 1873, and whose will, together with the codicil thereto, was proved on the 14th day of November, 1873, in the Principal Registry of Her Majesty's Court of Probate, by Frederick Henry Smith and Charles Hurlbatt, the executors therein named), are hereby required to send in particulars, in writing, of their debts, claims, and demands to the said executors, at the office of their Solicitor,

Mr. William James Myatt, of Nos. 2 and 3, Abchurch-yard, Cannon-street, in the city of London, on or before the 31st day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased among 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 of the said deceased, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had such notice as aforesaid.—Dated this 19th day of November, 1873.

WILLIAM JAMES MYATT, 2 and 3, Abchurch-yard, Cannon-street, E.C., Solicitor for the Executors.

SAMUEL MOSES, 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 Samuel Moses, late of No. 19, York-terrace, Regent's Park, in the county of Middlesex, Esq., deceased (who died on or about the 2nd day of October, 1873, and whose will was proved by Rosetta Moses, of No. 19, York-terrace aforesaid, the executrix therein named, on the 31st day of October, 1873, 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 executrix, at the address aforesaid, on or before the 23rd day of December, 1873. 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 19th day of November, 1873.

H. MONTAGUE, 3, Bucklersbury, E.C., Solicitor for the Executrix.

SARAH KIMPSTER, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims, debts, or demands against the estate of Sarah Kimpster, late of No. 12, Claremont-place, Gateshead, in the county of Durham, Widow (who died on the 8th day of June, 1873, and whose will was proved by William Brown, Samuel Southern, and Thomas Robinson, the executors, on the 30th day of August, 1873, in the District Registry at Durham of Her Majesty's Court of Probate), are hereby required to send the particulars of their debts, claims, and demands, in writing, to me, the undersigned, for the said executors, at my office, 75, Clayton-street, Newcastle-upon-Tyne, on or before the 19th day of December next, after which day the said executors will proceed to distribute the assets of the said Sarah Kimpster amongst the persons 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 debts, claims, or demands they shall not then have had notice.—Dated this 19th day of November, 1873.

J. B. FALCONAR, 75, Clayton-street, Newcastle-upon-Tyne, Solicitor for the Executors.

JOHN PARROTT, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, "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 John Parrott, late of No. 2, City-terrace, Peterborough, in the county of Northampton, City Missionary, deceased (who died on the 9th day of August, 1873, at No. 2, City-terrace aforesaid, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 3rd day of November, 1873, by George Charlton, of Roseville Bensham, Gateshead, in the county of Durham, Gentleman, the sole executor therein named), are hereby required to send particulars, in writing, of their respective debts, claims, or demands to the said executor, or to me, the undersigned, his Solicitor, on or before the 14th day of December next, after which date 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 the said executor 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 then have had notice. And all persons indebted

to the estate of the said John Parrott, are hereby required to pay the amounts of their respective debts to the said executor, or to me, forthwith.

JOHN H. LYDALL, 12, Southampton-buildings, Chancery-lane, London, Solicitor to the said Executor.

JOHN BELLINGHAM, 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 against the estate of John Bellingham, late of Upper Clapton, in the county of Middlesex, Gentleman, deceased (who died on the 25th day of June, 1873, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 22nd day of July, 1873, by George Bellingham, William Bellingham, and the Reverend John Batchelor Kearney, the executors therein named), are hereby required to send in to me, the undersigned, the Solicitor for the said executors, particulars, in writing, of their claims or demands against the estate of the said testator, on or before the 1st day of January, 1874, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that the said executors will not be liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 20th day of November, 1873.

JOHN BRUNSKILL, 13, Great James-street, Bedford-row, London, Solicitor for the said Executors.

RALPH FOWLES, 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 Ralph Fowles, late of Malpas, in the county of Chester, Yeoman (who died on or about the 16th day of November, 1872, at Malpas aforesaid, and whose will was duly proved by Thomas Danily, of Malpas aforesaid, one of the executors therein named, in the District Registry at Chester of Her Majesty's Court of Probate, on the 17th day of December, 1872), are hereby required to send in particulars, in writing, of their claims or demands upon or against the said estate to me, the undersigned, Eytton Parry Jones, of Whitchurch, in the county of Salop, Solicitor for the said executor, on or before the 22nd day of December next, after which day the said executor will proceed to distribute the assets of the said Ralph Fowles deceased among the parties entitled thereto, having regard only to the debts or claims of which the said executor shall then have had notice; and notice is hereby given, that the said executor will not be liable for the assets of the said testator, or any part thereof, so distributed to any person or persons whomsoever, of whose claims or demands the said executor shall not then have had such notice.—Dated this 19th day of November, 1873.

EYTON PARRY JONES, Whitchurch, Salop, Solicitor to the said Executor.

WILLIAM HENRY BROWN, 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 Henry Brown, late of No. 40 and 42, Chrisp-street, Poplar, in the county of Middlesex, Draper, deceased (who died on the 5th day of June, 1873, and to whose estate letters of administration were on the 15th day of November, 1873, granted to Elizabeth Brown, the lawful Widow and relict of the said intestate, by 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 Elizabeth Brown, or to the undersigned, her Solicitor, on or before the 31st day of December, 1873. And notice is hereby given, that after that day the said administratrix will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said administratrix shall then have notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 19th day of November, 1873.

WILLIAM STURT, 14, Ironmonger-lane, London, E.C., Solicitor for the Administratrix.

In Chancery.—Lord Chancellor.—Vice-Chancellor Hall. Between Mary Burton, Widow, Joseph Francis Hutton and Annie Elizabeth, his Wife, Susannah Burton, Spinster, and Alice Mary Burton, an infant, by the said Mary Burton, her mother and next friend, Plaintiffs; and Joseph Cook and Joseph Burton, out of the jurisdiction, Defendants. And in the Matter of an Act of Parliament made and passed in the 19th and 20th years of the reign of Her Majesty, intituled "An Act to facilitate Leases and Sales of Settled Estates." And in the Matter of Thomas Burton's Settled Estates, situate in Knottingley, in the parish of Pontefract, in the county of York, consisting of a Close of Land, formerly part of West Ings, in the said parish, containing two acres, or thereabouts, formerly in the occupation of William Stansfield and J. Robinson, together with the Cottages and other Erections standing thereon, and of another Plot of Land, being part of a Close called High Cross Close, and now in the occupation of Charles Baxter, and of a Messuage or Dwelling-house or Shop, now occupied by Uriah Jolliffe, with two Cottages or Warehouses adjoining thereto, now in the occupation of Mrs. Burton, and of a Malt Kiln, now occupied by George Robson, together with the Garden and Orchard adjoining thereto.

PURSUANT to the above-mentioned Act of Parliament and the Consolidated General Order of this Court in that behalf, notice is hereby given, that on the 26th day of July, 1872, the above-named plaintiffs, Mary Burton, of Knottingley, in the county of York, Widow, Joseph Francis Hutton, of Pontefract, in the said county, Merchant's Clerk, and Annie Elizabeth, his wife, Susannah Burton, of Knottingley aforesaid, Spinster, and Alice Mary Burton, an infant, by Mary Burton, her guardian, presented their Petition to the Lord High Chancellor of Great Britain (to be heard before his Honour the Vice-Chancellor Hall), praying that the real estates devised by the will of the said Thomas Burton, or such parts thereof as to his Lordship the Lord High Chancellor shall seem right, may be sold; and that for that purpose all necessary directions may be given; or that such further or other Order may be made as the nature of the case may require. 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 offices of Edwards, Layton, and Jaques, situate at No. 8, Ely-place, Holborn, E.C., in the county of Middlesex.—Dated this 18th day of November, 1873.

EDWARDS, LAYTON, and JAQUES, Solicitors for the Petitioners.

In Chancery.—Lord Chancellor.—Vice-Chancellor Malins. In the Matter of the Act 19 and 20 Victoria, chapter 120, intituled "An Act to facilitate Leases and Sales of Settled Estates." And in the Matter of one equal undivided moiety of a certain Bed of Coal called the Brown Metal Bed, lying under certain Closes of Land called the Halls Closes and Middle Wentworth Close, situate at Adwalton, in the parish of Birstal, in the county of York, and together with one equal undivided moiety of the Minerals thereunder, devised by the Will of Charles Ward, of Adwalton aforesaid, deceased. And in the Matter of the trusts of the said Will. And in the Matter of the Trustee Act, 1850.

PURSUANT to the first of the above-mentioned Acts of Parliament and the Consolidated General Order of this Court in that behalf, notice is hereby given, that on the 29th day of October, 1873, Charles Ward, of Heckmond-wike, in the parish of Birstal, in the county of York, Printer, Martha Gill, the wife of Joseph Sanderson Gill, of Newton, near Wakefield, in the said county of York, Gardener, by the said Charles Ward, her next friend, and Jane Asquith, the wife of Benjamin Asquith, of Adwalton, in the parish of Birstal aforesaid, Coal Proprietor, by the said Charles Ward, her next friend, presented their Petition to the Lord High Chancellor of Great Britain (to be heard before his Honour the Vice-Chancellor Sir Richard Malins), praying that George Jackson, of Cleckheaton, in the parish of Birstal aforesaid, Gentleman, may be appointed a new trustee of the will of Charles Ward the younger, in the said Petition mentioned, to act in the trusts thereby declared for the benefit of the said petitioners, Martha Gill and Jane Asquith respectively, and their respective children, jointly with the said petitioner, Charles Ward; and that the hereditaments which are subject to the said trusts respectively may vest in the said George Jackson, jointly with the said petitioner, Charles Ward, as trustees of the said will, for the estate by the said will devised to the trustees thereof.

2. That the provisional agreement in the said Petition mentioned, for the sale of the said bed of coal called the Brown Metal Bed to Joseph Rawlinson, in the said Petition mentioned, may, so far as relates to the one equal undivided moiety of the said bed of coal, subject to the trusts of the said will of the said Charles Ward the younger, be confirmed and ordered to be carried into effect, by a grant in fee to the said Joseph Rawlinson by the said petitioner, Charles Ward, and the said George Jackson, of such moiety in fee

imple, subject to such covenants by the said Joseph Rawlinson for compensation for injury to the surface of the lands under which the said bed of coal lies, or the buildings thereon, by subsidence or otherwise, as the Court may seem fit.

3. That the purchase money to be paid by the said Joseph Rawlinson for the purchase of the moiety of the said Brown Metal Bed, subject to the trusts of the said will of the said Charles Ward the younger, may be received by the said petitioner, Charles Ward, and George Jackson, the trustees of the said will, and that they may apply the same, in the first place, in paying off and discharging, out of the monies properly applicable thereto, the sums of £110 and £23 respectively, in the said Petition mentioned, and subject thereto, in accordance with the 23rd section of the first of the above-mentioned Acts in that behalf, without any application to the Court, and in the meantime duly invest the said sum, and apply the income thereof upon the trusts and subject to the provisions contained in the said will concerning the rents and profits of the settled estates; and that the said petitioner, Charles Ward, and the said George Jackson, may be ordered to execute the deed of assurance of the said moiety of the said bed of coal to the said Joseph Rawlinson, on such sale as aforesaid being effected; and that notice of this Order may be indossed on the probate of the will of the said Charles Ward the younger; and that the said petitioner, Charles Ward, and the said George Jackson, do, out of the money to arise by such sale, pay the costs and expenses of all parties of and incident to this application, to be taxed by the Taxing Master; or that such other Order may be made as to his Lordship the Lord High Chancellor may seem meet.

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 offices of Edwards, Layton, and Jaques, situate at No. 8, Ely-place, Holborn, in the county of Middlesex.—Dated this 18th day of November, 1873.

EDWARDS, LAYTON, and JACQUES, Solicitors for the Petitioners.

TO be sold, pursuant to a Decree of the High Court of Chancery, made in a cause of *Holgate v. Holgate*, with the approbation of the Vice-Chancellor Charles Hall, by Mr. Nathaniel Easton, the person appointed by the said Judge, at the George Hotel, Whitefriargate, Hull, on Wednesday, the 17th day of December, 1873, at two o'clock in the afternoon, in one lot:—

A valuable plot of building ground, containing 12,402 square yards, situate in the parish of Sculcoates, in the borough of Kingston-upon-Hull, with a dwelling-house and outbuildings thereon.

Particulars and conditions of sale may be had (*gratis*) of Messrs. Roberts and Leak, Solicitors, of 16, Bowl-alley-lane, Hull; of Messrs. Collyer-Bristow, Withers, and Russell, of No. 4, Bedford-row, London; of Mr. N. S. E. Steinberg, Solicitor, of No. 38, Bread-street, Cheapside; and of the Auctioneer, 9, Bowl-alley-lane, Hull.

PURSUANT to a Decree of the High Court of Chancery, made in a cause *Tizard v. Tizard*, 1873, T., No. 76, the creditors of John Tizard, late of Weymouth and Melcombe Regis, in the county of Dorset, Solicitor, and late a partner in the firm of Eldridge, Pope, and Co., of Dorchester, Brewers, who died on the 4th day of April, 1873, are, on or before the 17th day of December, 1873, to send by post, prepaid, to Mr. Henry Tizard George, of the firm of Tizard and George, of Weymouth aforesaid, the Solicitors of the defendants, Henry Tizard, William Schollar Ferris, George Edward Eliot, and Walpole Lloyd Greenwell, 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 Monday, the 12th day of January, 1874, at half-past eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 17th day of November, 1873.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the trusts of the will of George Morley, late of Guisborough, in the county of York, dated the 24th day of October, 1866, deceased, so far as the same relate to his residuary personal estate, and in the matter of the Act 10 and 11 Victoria, chapter 96, intitled "An Act for better securing Trust Funds, and for the Relief of Trustees," the persons claiming to be the next of kin on his late father's side, and also on his late mother's side, of George Morley, late of Guisborough, in the county of York, Landed Proprietor, who died in or about the month of December, 1866, are, by their Solicitors, on or

before the 20th day of December, 1873, to come in and prove their claims, at the chambers of the Vice-Chancellor Sir Richard Malins, No. 3, Stone-buildings, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Thursday, the 8th day of January, 1874, at twelve of the clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 17th day of November, 1873.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Lane and others against McLaren and others, the creditors of Thomas Ash Lane, formerly of Grove-end House, Grove-road, Saint John's Wood, London, and late of No. 18, Boscobel-gardens, Alpha-road, London, Merchant, who died in or about the month of November, 1869, are, on or before the 12th day of June, 1874, to send by post, prepaid, to Mr. James John Stokes, of the firm of Messieurs Hawks, Willmott, and Stokes, of 101, Borough High-street, Southwark, London, the Solicitors of the defendant, John Wingate McLaren, the surviving executor of the deceased, their Christian and surnames, in full, and their addresses and descriptions, the Christian and surnames, in full, of any partner or partners, full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir James Bacon, at his chambers, No. 11, New-square, Lincoln's-inn, London, on Wednesday, the 24th day of June, 1874, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1873.

PURSUANT to a Decree of the High Court of Chancery, made in a cause *Mills v. Nuttall*, 1872, M., No. 752, the creditors of John Wilding, late of New Accrington, in the county of Lancaster, Innkeeper, deceased, who died on or about the 24th day of April, 1858, are, on or before the 16th day of December, 1873, to send by post, prepaid, to Mr. Henry Bannister, of Accrington, in the county of Lancaster, the Solicitor of the defendants, Richard Nuttall and Thomas James Bingham, their Christian and surnames, addresses and descriptions, the Christian and surnames in full of any partner or partners, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir James Bacon, at his chambers, No. 11, New-square, Lincoln's-inn, in the county of Middlesex, on Monday, the 22nd day of December, 1873, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1873.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of *Payne v. Webb and others*, 1873, P., No. 101, the creditors of John Milsom, late of Hinton, in the county of Wilts, Gentleman (who died on or about the 4th day of May, 1872), are, on or before the 31st day of December, 1873, to send by post, prepaid, to Mr. William Day, of Devizes, in the county of Wilts, the Solicitor for the defendants, George Warren Webb and Alfred Hale, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Charles Hall, at his chambers, situated No. 12, Old-square, Lincoln's-inn, Middlesex, on Saturday, the 10th day of January, 1874, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1873.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Joseph Hodgson, deceased, and in a cause *John Angle against Frederick William Jennings and Beal Frederick French*, the creditors of the said Joseph Hodgson, formerly of No. 12, Church-row, Limehouse, in the county of Middlesex, and late of No. 4, Tyndale-place, Islington, in the county of Middlesex, Iron Merchant, deceased, who died on or about the 7th day of January, 1871, are, on or before the 22nd day of December, 1873, to send by post, prepaid, to Mr. Henry Finden Pullen, of 2, Gresham-buildings, Guildhall, in the city of London, the Solicitor of the above-named Frederick William Jennings and Beal Frederick French, the executors of the will of the said deceased, their Christian and surnames, addresses and descriptions, with the Christian and surnames of any partner or partners, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor hold-

ing any security is to produce the same before the Vice-Chancellor Hall, at his chambers, No. 13, Old-square, Lincoln's-inn, in the county of Middlesex, on the 14th day of January, 1874, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 15th day of November, 1873.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 4d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John George Hook, of No. 1, Westmoreland-terrace, Hornsey-road, in the county of Middlesex, Butcher, and will be paid by me, at the offices of Mr. A. A. Silberberg, No. 70, Cornhill, in the city of London, on and after the 28th day of November, 1873.—Dated this 18th day of November, 1873.

GEORGE W. WOOD, Trustee.

The Bankruptcy Act 1869.

In the London Bankruptcy Court.

A SECOND Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Henry Sleeman the younger, and Thomas John Beverley, of Nos. 3 and 4, Fowkes-buildings, Great Tower-street, in the city of London, Wine Merchants and Copartners, and will be paid by me, at my office, No. 11, Old Jewry-chambers, Old Jewry, in the city of London, on Friday, the 28th day of November, 1873, or on any subsequent Tuesday or Friday, between the hours of eleven and three o'clock.

THOS. MEGGY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

A FIRST and Final Dividend of 3s. 5d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Bannister, of Roedale Cottage, Patcham, in the county of Sussex, Working Smith, and will be paid by Mr. Wilson A. Stuckey, No. 4, Princess-place, Brighton, in the county of Sussex, on and after the 24th day of November, 1873.—Dated this 15th day of November, 1873.

EDWARD BEVES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

A FIRST and Final Dividend of 1s. 2½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Joseph Collier, of No. 45, Bootham, in the suburbs of the city of York, Baker and Confectioner, and will be paid by me, at the offices of Mr. George Crumble, No. 46, Stonegate, in the city of York, on and after the 22nd day of November, 1873.—Dated this 3rd day of November, 1873.

GEO. BELL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Nicholas Walker and Benjamin Walker, of No. 8, Park-place, and Shannon-street Mill, both in Leeds, in the county of York, Wollen Manufacturers and Merchants, trading under the firm of N. Walker and Co., and will be paid by me, at my offices, 10, Cheapside, in Bradford aforesaid, on and after the 1st day of December, 1873.—Dated this 18th day of November, 1873.

A. B. KEMP, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

A SECOND and Final Dividend of 2s. 8½d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Alfred Duncan Watkins, of the Black Horse Tavern, Sidcup, in the county of Kent, Licensed Victualler, and will be paid by me, at my offices, No. 3, Crosby-square, in the city of London, on Wednesday, the 19th day of November, and three following Wednesdays, between the hours of eleven and two.—Dated this 17th day of November, 1873.

EDWARD MOORE, 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 Frederick Curtis, of No. 22, Warren-street, Fitzroy-square, in the county of Middlesex, 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 18, Saint Martin's-court, Leicester-

square, in the county of Middlesex, on the 29th day of November, 1873, at eleven o'clock in the forenoon precisely.—Dated this 12th day of November, 1873.

ROBT. WILLIS, 18, Saint Martin's-court, Leicester-square, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel John Williams, trading as S. J. Williams and Son, of No. 42, Mount-street, Grosvenor-square, in the county of Middlesex, Bootmaker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 90, Lower Thames-street, in the city of London, on the 8th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1873.

J. A. FARNFIELD, Attorney for the said Samuel John Williams.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Apps, of No. 80 and 82, Mansell-street, White-chapel, in the county of Middlesex, Umbrella Maker and 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 39, Southampton-buildings, Chancery-lane, London, on the 3rd day of December, 1873, at ten o'clock in the forenoon precisely.—Dated this 12th day of November, 1873.

JAMES M. DOBSON, 39, Southampton-buildings, W.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 Henry Abraham Fordham, of No. 47, Shaftesbury-street, New North-road, in the county of Middlesex, Fancy Box Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Joseph Perry, No. 2, Guildhall-chambers, Basinghall-street, in the city of London, on the 3rd day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

JOSEPH PERRY, 2, Guildhall-chambers, Basinghall-street, 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 Grainger Hebb, of No. 15, North-grove West, Mildmay Park, in the county of Middlesex, 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 No. 50, Leicester-square, in the county of Middlesex, on the 8th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

ROB. H. PEARPOINT, 50, Leicester-square, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Condon, of Perseverance Wharf, Millwall Dock, and late of Clyde-terrace, Westferry-road, Millwall, and now of No. 19, Kingsbridge-place, Westferry-road, Millwall, all in the county of Middlesex, Coal Merchant and Greengrocer.

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 Ironmongers Arms, Westferry-road, Millwall, in the county of Middlesex, on the 5th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

J. B. FEN'ON, 19, Worship-street, E.C., Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Mein, trading as J. H. Main and Company, of No. 17, Princes-street, Spitalfields, in the county of Middlesex, Boot and Shoe Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 19, White Lion-street, Norton

Folgate, in the county of Middlesex, on the 4th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

JOEL MORRIS BARNARD, 19, White Lion-street, E., 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 Fabian Jackson, of No. 12, Moorgate-street, in the city of London, Diamond Merchant, also called and known as Harry Fabian Jacobovitz.

NOTICE is hereby given, that a 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 2nd day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

A. J. MURRAY, 20, Sackville-street, Piccadilly, in the county of Middlesex, Attorney for the said Fabian 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 William Ballard Willmott, of No. 43, Queen's-road, Notting Hill, in the parish of Saint Mary's Abbots, Kensington, in the county of Middlesex, late of Luton-road, Harpenden, in the parish of Harpenden, in the county of Hertford, 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 Brewery Tavern, Goldhawk-road, Shepherds Bush, on the 1st day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 14th day of November, 1873.

W. B. WILLMOTT.

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 Robert Wells, of 32, Kingsland High-street, and 5, Devonshire-terrace, Kingsland, both in the county of Middlesex, 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 offices of Mr. Alfred Lass, Accountant, of 60, Cornhill, in the city of London, on the 15th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

WILKINS, BLYTH, and MARSLAND, 10, St. Swithin's-lane, in the city of 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 Samuel Lewis Nathan, of 11, Hatton-garden, residing at 2, Endsleigh-street, Tavistock-square, both in Middlesex, Wholesale Jeweller and Watch Manufacturer, trading as Samuel L. Nathan 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 Ridler's Hotel, 133, Holborn, in the county of Middlesex, on the 9th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

LEWIS and LEWIS, 10, Ely-place, Holborn, E.C., 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 Charles Llewellyn Light, of No. 20, Stockwell Park-road, in the county of Surrey, and No. 5, Great Winchester-street-buildings, in the city of London, Civil Engineer.

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. 1, St. Michael's-house, St. Michael's-alley, Cornhill, in the city of London, on the 4th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1873.

HENRY CHAS. BARKER, No. 1, St. Michael's-house, St. Michael's-alley, Cornhill, in the city of London, Attorney for the said Charles Llewellyn Light.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Crabb, of No. 4, James-street, Oxford-street, No. 57, Paddington-street, Marylebone, and 87, Harrow-road, Marylebone, all in the county of Middlesex, Boot and Shoe 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 the office of Messrs. Coles, Wilson, and Co., 63, Bishopsgate-street Within, London, on the 1st day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 8th day of November, 1873.

J. M. DOBSON, 39, Southampton-buildings, W.C., Attorney for the said Richard Crabb.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Lewis Brodziak, of No. 68, Coleman-street, in the city of London, and No. 80, Alexandra-road, St. John's-wood, in the county of Middlesex, General Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Tavern, Gresham-street, in the city of London, on the 12th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1873.

JOEL EMANUEL, 27, Walbrook, City, E.C., Attorney for the said Lewis Brodziak.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Eliazer De Winter, of No. 34, Sun-street, Finsbury, in the county of Middlesex, Grocer and Cheesemonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 2, Princes-street, Spitalfield, in the county of Middlesex, on the 9th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

J. PEARSON MAY, 2, Princes-street, Spitalfields, Attorneys for the said Eliazer De Winter.

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 Steed, of No. 27, Bookham-street, Hoxton, and No. 51A, New North-road, Hoxton, both in the county of Middlesex, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Race Septimus Hooper, No. 10, City-road, Finsbury-square, in the county of Middlesex, on the 10th day of December, 1873, at one o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

CHAS. R. S. HOOPER, 10, City-road, Finsbury-square, 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 Richard Angell Green, of No. 82, Strand, in the county of Middlesex, and of Frelands, Selhurst-park, South Norwood, in the county of Surrey, Goldsmith, Watchmaker, and Jeweller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Henry Roberts, situate No. 15, Coleman-street, in the city of London, on the 29th day of November, 1873, at eleven o'clock in the forenoon precisely.—Dated this 7th day of November, 1873.

W. H. ROBERTS, 15, Coleman-street, City, Attorney for the said Richard Angell Green.

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 Cleave, of 1, Wolsey-terrace, Clarence-road, Teddington, also of 2, Meard's-court, Wardour-street, Soho, both in the county of Middlesex, Ironmonger, Smith, 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 offices of Mr. Edward Wilmot Seale, 35, Lincoln's-inn-fields, in the county of Middlesex, on the 5th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

E. W. SEALE, 35, Lincoln's-inn-fields, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Thomas Wallace, of the Red Lion Hotel, Dorking, in the county of Surrey, Hotel Keeper and 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 Guildhall Coffee-house, Gresham-street, in the city of London, on the 3rd day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

WILLIAM FREDERICK BAKER (Lawrance and Co.), 15, Old Jewry-chambers, London, Attorney for the said William Thomas Wallace.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Hall, of Holmesdale-road, Reigate, in the county of Surrey, Builder, Carpenter, Joiner, Painter, and 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 Messrs. Morrison, No. 94, Cannon-street, in the city of London, on the 4th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1873.

G. CARTER MORRISON, Reigate, Surrey, and 94, Cannon-street, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Guildford and Godalming.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James White Clement, of Alton, in the county of Southampton, Attorney and Solicitor.

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 Swan Hotel, in Alton aforesaid, on the 2nd day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1873.

PARKER and CO., 17, Bedford-row, Attorneys for the said James White Clement.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Maidstone.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by David Dawson, of No. 60, Week-street, Maidstone, in the county of Kent, Bootmaker.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the Cathedral Hotel, Saint Paul's-churchyard, London, on the 6th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1873.

MCCARTHY STEPHENSON, Maidstone, Kent, Attorney for the said David Dawson.

The Bankruptcy Act, 1869.

In the County Court of Buckinghamshire, holden at Aylesbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Grenville Ballad Bull, of Aston Clinton, in the county of Buckingham, 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. Joseph and Thomas Parrott, Bourbon-street, Aylesbury, in the county of Buckingham, on the 11th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1873.

F. J. PARROTT, Aylesbury, Attorney for the said Grenville Ballad Bull.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Windsor.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Barnes Somers, of Field End Lodge and Field End Farm, Eastcote, Pinner, in the county of Middlesex, Farmer and Grazier.

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, 7, South-square, Gray's-inn, in the county of Middlesex, on the 15th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

G. J. VANDERPUMP, 7, South-square, Gray's-inn, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Newbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Dance, of the parish of Shaw-cum-Donnington, in the county of Berks, Brickburner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. W. H. Cave, Solicitor, Market-place, Newbury, Berks, on the 29th day of November, 1873, at ten o'clock in the forenoon precisely.—Dated this 12th day of November, 1873.

W. H. CAVE, Newbury, Berks, Attorney for the said William Dance.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Harvey Robert Green, of Great Horksley, in the county of Essex, 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 Fleece Hotel, Head-street, Colchester, on the 8th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

ALEXANDER M. WHITE, 4, North-hill, Colchester, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cooke, of Metheringham, in the county of Lincoln, Cordwainer.

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, Esq., on the 3rd day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1873.

J. T. TWEED, Saltergate, Lincoln, Attorney for the said William Cooke.

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 James Cooper, of the city of Hereford, Contractor, but late of Almeley, in the county of Hereford.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 3, Offa-street, in the city of Hereford, on the 26th day of November, 1873, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1873.

JOSEPH CARLESS, Junr., Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Louis Kriegsfeld (trading as L. Kriegsfeld and Co.), of No. 51, Dantzic-street, in the city of Manchester, in the county of Lancaster, Waterproofer and Leather Goods 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 Mr. Samuel Allinson Orton, Solicitor, No. 14, Ridgefield, Manchester, on the 8th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

SAMUEL ALLINSON ORTON, 14, Ridgefield, Manchester, Attorney for the said Louis Kriegsfeld.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Chadwick, of No. 14, Higher Chatham-street, Chorlton-upon-Medlock, Manchester, in the county of Lancaster, Beerhouse Keeper, Provision Dealer, and Commission Agent, late of St. John's-road, Huddersfield, in the county of York, Plumber and Glazier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Learoyd and Learoyd, Buxton-road, Huddersfield, in the county of York, Solicitors, on the 1st day of December, 1873, at four o'clock in the afternoon precisely.—Dated this 10th day of November, 1873.

LEAROYD and LEAROYD, Buxton-road, Huddersfield, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Cowley Baxter, of 76A, George-street, in the city of Manchester, Stationer and Printer, there carrying on business under the style of Forrest and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Farrar and Hall, of 47, Princess-street, in the city of Manchester, Solicitors, on the 10th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

FARRAR and HALL, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Leigh, of the Model Farm, Ashton-upon-Mersey, in the county of Chester, 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. Gardner and Horner, Solicitors, 45, Cross-street, in the city of Manchester, on the 4th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

GARDNER and HORNER, 45, Cross-street, Manchester, 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 George Dyke, of 78, Bold-street, Liverpool, in the county of Lancaster, Italian Warehouseman and 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 offices of Messrs. Masters and Fletcher, Solicitors, 30, North John-street, Liverpool aforesaid, on the 4th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

MASTERS and FLETCHER, 30, North John-street, Liverpool, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Wright, of 373, Scotland-road, and formerly of 111, Walton-road, both in Liverpool, in the county of Lancaster, Draper 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 office of Mr. Hugh Quinn, Solicitor, 2, South John-street, Liverpool aforesaid, on the 4th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

H. QUINN, 2, 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 John Gaskell, of 43, Keesington-road, Southport, in the county of Lancaster, Plumber.

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 Wildman Barker, London-street, Southport aforesaid, Solicitor, on the 6th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1873.

THOS. W. BARKER, No. 23, London-street, Southport, Attorney 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 Robert Hardacre and Thomas Edmondson, trading together in copartnership at No. 12, Lord-street West, within Blackburn, in the county of Lancaster, as Wholesale and Retail Drapers, under the style or firm of Hardacre and Edmondson.

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 White Bear Hotel, Piccadilly, in the city of Manchester, in the county of Lancaster, on the 5th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

HALL and HOLLAND, 77, Northgate, Blackburn, Attorneys for the said Robert Hardacre and Thomas Edmondson.

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 Robert Hardacre and Thomas Edmondson, trading together in copartnership at No. 12, Lord-street West, within Blackburn, in the county of Lancaster, as Wholesale and Retail Drapers, under the style or firm of Hardacre and Edmondson.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Robert Hardacre has been summoned to be held at the White Bear Hotel, Piccadilly, in the city of Manchester, in the county of Lancaster, on the 5th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

HALL and HOLLAND, 77, Northgate, Blackburn, Attorneys for the said Robert Hardacre.

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 John Rigby, of Salford, within Blackburn, in the county of Lancaster, Watchmaker and Jeweller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Ainsworth and Son, Townhall-buildings, Exchange-street, Blackburn, in the county of Lancaster, on the 3rd day of December, 1873, at twelve o'clock at noon precisely.—Dated this 15th day of November, 1873.

THOS. SOMNER AINSWORTH, Exchange-street, Blackburn, Attorney for the said John Rigby.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ulverston and at Barrow-in-Furness.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Benjamin Smith, of 115, Cavendish-street, Barrow-in-Furness, in the county of Lancaster, Coal 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 Ship Inn, Barrow-in-Furness, on the 5th day of December, 1873, at ten o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

R. B. D. BRADSHAW, Strand, Barrow-in-Furness, Attorney for the said Benjamin Smith.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Lee, of Market-street, and No. 45, Scotland-road, within Warrington, in the county of Lancaster, Tin Plate Worker.

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, Upper Bank-street, Warrington, on the 22nd day of November, 1873, at twelve o'clock at noon precisely.—Dated this 12th day of November, 1873.

GEO. T. MOORE, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Wilkinson, of Factory-yard, Bank Quay, within Warrington, in the county of Lancaster, Soda Water and Ginger Beer Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, Upper Bank-street, Warrington, on the 24th day of November, 1873, at twelve o'clock at noon precisely.—Dated this 12th day of November, 1873.

GEO. T. MOORE, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Caldwell the younger, of Knutsford-road, Latchford, in the county of Chester, Joiner, 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 office of Mr. William Brookes, Commercial-chambers, Horsemarket-street, Warrington aforesaid, on the 5th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

DAVIES and BROOK, Market-place, Warrington, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Crookall and John Crookall, of 26, Deansgate, Bolton, in the county of Lancaster, Tea Dealers, Grocers, and Italian Warehousemen, trading under the firm of Robert Crookall and Sons.

And in the Separate Estate of Robert Crookall.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named Robert Crookall has been summoned to be held at the offices of the undersigned, 18, Wood-street, Bolton, in the county of Lancaster, on the 3rd day of December, 1873, at ten o'clock in the forenoon precisely.—Dated this 17th day of November, 1873.

RICHARDSON and DOWLING, 18, Wood-street, Bolton, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Crookall and John Crookall, of 26, Deansgate, Bolton, in the county of Lancaster, Tea Dealers, Grocers, and Italian Warehousemen, trading under the firm of Robert Crookall and Sons.

And in the Separate Estate of John Crookall.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named John Crookall has been summoned to be held at the offices of the undersigned, 18, Wood-street, Bolton, in the county of Lancaster, on the 3rd day of December, 1873, at ten o'clock in the forenoon precisely.—Dated this 17th day of November, 1873.

RICHARDSON and DOWLING, 18, Wood-street, Bolton, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Burnley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Stevenson, of Nelson-in-Marsden, in the county of Lancaster, Cotton 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. Addleshaw and Warburton, Solicitors, 67, King-street, Manchester, on the 5th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

ADDLESHAW and WARBURTON, 67, King-street, Manchester, Attorneys for the said William Stevenson.

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 Samuel Seed, of Brickfield, Rochdale, in the county of Lancaster, Builder.

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 Thomas Baker Ashworth, Solicitor, Yorkshire-street, Rochdale, on the 26th day of November, 1873, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

T. BAKER ASHWORTH, Yorkshire-street, Rochdale, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Barnstaple.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Sommers Reed, of Ilfracombe, in the county of Devon, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Queen's Hotel, in Ilfracombe, in the county of Devon, on the 2nd day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 15th day of November, 1873.

R. I. BENCRAFT, Boutport-street, Barnstaple, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Northallerton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Robinson, of Middleham, in the county of York, Innkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of J. Teale and Son, in Bedale, in the county of York, on the 4th day of December, 1873, at one o'clock in the afternoon precisely.—Dated this 15th day of November, 1873.

J. TEALE and SON, Leyburn, Attorneys for the said Thomas Robinson.

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 Joshua Blackburn, of Brighton-street, Heckmondwike, in the county of York, Contractor and Mason.

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. Matthew Sykes Scholefield, Solicitor, Brunswick-street, Batley, in the said county of York, on the 3rd day of December, 1873, at half-past three o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

MATTW. S. SCHOLEFIELD, Attorney for the said Joshua Blackburn.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Ernest Osborne, residing at No. 1, Reliance-place, in Winter-street, in the parish of Sheffield, in the county of York, and carrying on business at No. 14, in Bow-street, and at West-street-lane, both in the parish of Sheffield aforesaid, as an Optician.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Broomhead, Wightman, and Moore, Bank-chambers, George-street, Sheffield, on the 28th day of November, 1873, at half-past eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1873.

BROOMHEAD, WIGHTMAN, and MOORE, Bank-chambers, George-street, Sheffield, Attorneys for the above-named Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles King, of Carrier-street, Halifax, in the county of York, Wool and Waste Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of William Henry Boocock, Black Swan Ginnel, Silver-street, Halifax aforesaid, on the 5th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

WM. HY. BOOCOCK, Silver-street, Halifax, 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 William Bell Gill, of Boroughgate, Otley, in the county of York, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Fawcett and Malcolm, in Park-row, in Leeds aforesaid, Solicitors, on the 29th day of November, 1873, at ten o'clock in the forenoon precisely.—Dated this 13th day of November, 1873.

J. W. BERRY and SAM. ROBINSON, Attorneys for the said William Bell Gill.

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 Benjamin Smith, of Leeds, 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 offices of Mr. Joseph Walker, Solicitor, 11, East-parade, Leeds, on the 1st day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1873.

JOSEPH WALKER, Attorney for the said Benjamin Smith.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Brown, of Upper Wortley, near Leeds, in the county of York, Confectioner and Fruit Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Lee Hardwick, No. 25, Boar-lane, Leeds, in the county of York, Solicitor, on the 29th day of November, 1873, at two o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

LEE HARDWICK, Attorney for the said Charles Brown.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Northallerton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John McVeagh, of Ripon, in the county of York, Tailor and Draper.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the White Horse Inn, North-street, Ripon, on the 28th day of November, 1873, at half-past eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1873.

CHAS. WAISTELL, Northallerton, Attorney for the said John McVeagh.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Northallerton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Marcus Brutus Dempster, of Richmond, in the county of York, Watchmaker and Jeweller.

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 William Robinson, in Richmond, in the county of York, Attorney-at-Law, on the 25th day of November, 1873, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

WILLM. ROBINSON, Darlington and Richmond, Attorney for the said Marcus Brutus Dempster.

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 William Woodcock, of Bridlington Quay, in the county of York, Confectioner and Cattle 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 Black Lion Hotel, in Bridlington, in the county of York, on the 5th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

THOS. HARLAND, Squire-lane, Bridlington Attorney for the said William Woodcock.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddlesfield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Tom Crowther, of Whistones' Farm, in Thurstonland, in the parish of Kirkburton, in the county of York, 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 Samuel Stephenson Booth, Solicitor, Lane-end, Holmfirth, on the 4th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

S. S. BOOTH, Attorney for the said Tom Crowther.

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 George Clark, of Batley, in the county of York, Saddler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, in No. 7, Exchange-buildings, Commercial-street, in Batley aforesaid, on the 3rd day of December, 1873, at ten o'clock in the forenoon precisely.—Dated this 17th day of November, 1873.

F. S. WOOLER, Attorney for the said George Clark.

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 Edmund Hardman, of 43, Old-marker, in Bradford, in the county of York, Woolstapler, and of Elizabeth-street, in Bradford aforesaid, 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 our offices, No. 9, Market-street, in Bradford aforesaid, on the 4th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

TERRY and ROBINSON, 9, Market-street, Bradford, Attorneys for the said Edmund Hardman.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Clegg, of Lowmoor, in the parish of Bradford, in the county of York, Grocer and Ale and Porter 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. J. W. Berry

and Samuel Robinson, 1, Charles-street, in Bradford aforesaid, Solicitors, on the 6th day of December, 1873, at ten o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

J. W. BERRY and SAML. ROBINSON, Attorneys for the said James Clegg.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Dentz, lately carrying on business in co-partnership with Meyer Kolwitz, at No. 10, King-street, Trinity House-lane, in Kingston-upon-Hull, under the firm of Dentz and Kolwitz, Tobaccoists, and lately residing at No. 3, Mount-place, Hesse-road, in the said borough.

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. H. B. Chambers, situate No. 22, Scale-lane, in Kingston-upon-Hull, on the 3rd day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

JN. H. B. CHAMBERS, 22, Scale-lane, Hull, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Parkinson Freshney, of No. 2, Toll-gravel, Beverley, in the county of York, and of No. 8, Prospect-street, in the borough of Kingston-upon-Hull, 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. Stead and Sibree, Solicitors, No. 13, Bishop's-lane, in the borough of Kingston-upon-Hull, on the 3rd day of December, 1873, at twelve o'clock at noon precisely.—Dated this 11th day of November, 1873.

STEAD and SIBREE, 13, Bishop's-lane, Hull, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis Farnhill, of 85, Union-terrace, Gilly-gate, in the city of York, late of Armsley, near Leeds, in the county of York, Grocer, but now 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 Mr. Charles Granger, Solicitor, 7, Bank-street, Leeds, in the county of York, on the 9th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

CHAS. GRANGER, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Peter Ford, of London-road, Stroud, in the county of Gloucester, Rope and Twine 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 Mr. Richard Jackson, opposite the Shire Hall, in Westgate-street, Gloucester, on the 6th day of December, 1873, at one o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

RICHD. JACKSON, Stroud, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Cheltenham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Maynard, of the Britannia Stores, Saint Paul's-cross, Cheltenham, in the county of Gloucester, Publican and Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. F. Marshall, No. 3, Essex-place, Cheltenham, on the 2nd day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1873.

FREDERICK MARSHALL, of Cheltenham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Drake, of No. 3, Easton-road, in the parish of Saint Philip and Jacob (without), in the city and county of Bristol, Cellarman, and late of the Prince of Wales, No. 5, Walpole-street, Baptist Mills, in the said city and county of Bristol, Beer Retailer and Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Michael Henry Clark, at No. 1, Bristol-chambers, Nicholas-street, Bristol, on the 29th day of November, 1873, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

A. G. STEVENS, 1, Bristol-chambers, Nicholas-street, Bristol, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Fred Dilke, of 64, Milk-street, in the city of Bristol, Plumber 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 offices of Mr. George John Hobbs, Bank of England-chambers, Broad-street, Bristol, on the 8th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

GEORGE J. HOBBS, Bank of England-chambers, Broad-street, Bristol, Attorney for the said Fred Dilke.

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 George Webster, of No. 1, Blenheim-street, Stapleton-road, in the city and county of Bristol, General-shop Keeper and Porter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 1, Bristol-chambers, Nicholas-street, in the city and county of Bristol, on the 2nd day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 12th day of November, 1873.

JOS. BAYNTON WILLIAMS, 1, Bristol-chambers, Nicholas-street, Bristol, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Price, of No. 9, Waterloo-place, Grosvenor-road, in the parish of Saint Paul, in the city and county of Bristol, Fishmonger.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Albert Essery, Solicitor, in the Guildhall, Brown-street, Bristol, on the 29th day of November, 1873, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1873.

ALBERT ESSERY, Guildhall, Broad street, Bristol, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Leavers, of Carlton-road, Sneinton, in the county of Nottingham, and of Short-hill, in the town of Nottingham, Lace Manufacturer, trading under the style or firm of H. Leavers 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 Assembly Rooms, Low-pavement, in the town of Nottingham, on the 4th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1873.

JOHN ASEWELL, Nottingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Skerritt, of Ruddington, in the county of Nottingham, Plumber and Glazier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George Belk, No. 7, Middle-pavement, Nottingham, on the 5th day of

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December, 1873, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1873.

GEORGE BELK, No. 7, Middle-pavement, Nottingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Faulkner, of Newark-upon-Trent, in the county of Nottingham, Dealer in Wines, Spirits, Tea, Beer, and Cigars.

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 Ram Hotel, Newark-upon-Trent, in the county of Nottingham, on the 2nd day of December, 1873, at twelve o'clock at noon precisely.—Dated this 14th day of November, 1873.

GEORGE BELK, No. 7, Middle-pavement, Nottingham, Attorney for the said William Faulkner.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Green and Thomas Green, both of the town of Nottingham, trading together in copartnership as Stonemasons, under the firm or style of H. and T. Green Brothers.

NOTICE is hereby given, that a Second General Meeting of the joint creditors of the above-named persons has been summoned to be held at my office, St. Peter's Church-walk, Nottingham, on the 1st day of December, 1873, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1873.

D. W. HEATH, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Green and Thomas Green, both of the town of Nottingham, trading together in copartnership as Stonemasons under the firm or style of H. and T. Green Brothers.

NOTICE is hereby given, that a Second General Meeting of the separate creditors of the above-named Thomas Green has been summoned to be held at my office, St. Peter's Church-walk, Nottingham, on the 1st day of December, 1873, at one o'clock in the afternoon precisely.—Dated the 18th day of November, 1873.

D. W. HEATH, Attorney 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 John Eyes, of Castle, Northwich, in the county of Chester, Joiner, 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 Mr. Cheshire's office, in Northwich, in the county of Chester, on the 9th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

WALTER C. CHESHIRE, Northwich, Cheshire, Attorney for the said Debtor.

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 William Leonard, of the King's Arms, Hakin, Milford Haven, in the county of Pembroke, Waterman and Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall, Carmarthen, on the 29th day of November, 1873, at two o'clock in the afternoon precisely.—Dated this 12th day of November, 1873.

GEORGE FARRY, Pembroke Dock, Attorney for the said William Leonard.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Barton-on-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Presbury, of Boylestone-fields, in the township of Boylestone, in the county of Derby, 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 White Hart Hotel, in Uttoxeter, in the county of Stafford, on the 6th day of December, 1873,

at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

WALTER WILSON, Burton-on-Trent, Attorney for the said John Presbury.

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 James Stanton and James Longmore, of the Bradford Iron Works, Greet's-green, Westbromwich, in the county of Stafford, Ironmasters, and trading in copartnership under the style or firm of the Bradford Iron Works Company.

Separate Estate of James Stanton.

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 Talbot Hotel, Oldbury, in the county of Worcester, on the 21st day of November, 1873, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1873.

W. SHAKESPEARE, Oldbury, Worcestershire, 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 James Stanton and James Longmore, of the Bradford Iron Works, Greet's-green, Westbromwich, in the county of Stafford, Ironmasters, and trading in copartnership under the style or firm of the Bradford Iron Works Company.

Separate estate of James Longmore.

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 Talbot Hotel, Oldbury, in the county of Worcester, on the 21st day of November, 1873, at half-past twelve o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

W. SHAKESPEARE, Oldbury, Worcester, 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 John William Henry Emery, of Langley, near Oldbury, in the county of Worcester, 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 Mr. Joseph Edward Sheldon, of No. 51, Lower High-street, Wednesbury, in the county of Stafford, on the 5th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1873.

JOSEPH EDWARD SHELDON, 51, Lower High-street, Wednesbury, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Yeovil.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Worthy, of Templecombe, in the county of Somerset, Dealer and Relieving Officer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Greyhound Hotel, in Wincanton, in the county of Somerset, on the 2nd day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

J. TREVOR DAVIES, Sherborne, Dorset, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Hollands, of Lydd, in the county of Kent, 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 White Hart Hotel, Hythe, Kent, on the 9th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 12th day of November, 1873.

J. MINTER, Folkestone, Kent, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frank Smith, of Middlesborough, in the county of York, Grocer, Baker, and 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 Mrs. Barker's Temperance Hotel,

Bridge-street, Middlesborough, on the 3rd day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1873.

GEO. BAINBRIDGE, 24, Albert-road, Middlesborough, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Jackson, of Coatham, near Redcar, in the county of York, Grocer and Provision Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of William Richard Graham, Exchange-chambers, Ramsgate, Stockton-on-Tees, in the county of Durham, on the 2nd day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

JOHN TROTTER, Attorney for the said William Jackson.

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 Enos Smith, of Chilmark, in the county of Wilts, Shoemaker and General-shop Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, No. 28, Endless-street, Salisbury aforesaid, on the 3rd day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1873.

STEPHEN HILL, Attorney for the said Enos Smith.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Newport and at Ryde.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Thomas Stickells, of South-street, in the town of Ventnor.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Richard Jones and Co., of Lancaster-place, Strand, London, on the 2nd day of December, 1873, at one o'clock in the afternoon precisely.—Dated this 13th day of November, 1873.

F. W. S. DURRANT, Attorney for the said George Thomas Stickells.

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 Alfred Stacey, of Petersfield, in the county of Southampton, 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 Dolphin Hotel, Petersfield aforesaid, on the 29th day of November, 1873, at four o'clock in the afternoon precisely.—Dated this 12th day of November, 1873.

GEO. HALL KING, 20, Union-street, Portsea, 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 Robert White, of Harrold, in the county of Bedford, Licensed Victualler and Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Stimson, No. 26, Mill-street, Bedford, on the 29th day of November, 1873, at three o'clock in the afternoon precisely.—Dated this 12th day of November, 1873.

WILLIAM STIMSON, 26, Mill-street, Bedford, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Warwick. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joshua Carling, of Gloucester-street, Leamington, in the county of Warwick, Wine and Spirit Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. C. B. Hodgson, No. 13, Waterloo-street, Birmingham, in the county of Warwick, on the 2nd day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 14th day of November, 1873.

CHAS. B. HODGSON, 13, Waterloo-street, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Augustus George, of 72, Smallbrook-street, Birmingham, in the county of Warwick, Milliner and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Robert Duke, Christchurch-passage, Birmingham, in the county of Warwick, Attorney-at-Law, on the 5th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1873.

ROBERT DUKE, Birmingham, Attorney for the said Debtor.

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 Stewart Todd, of 122, Minories, in the city of London, and of Braemar Cottage, Croham-road, South Croydon, in the county of Surrey, Ship Chandler.

TAKE notice, that a General Meeting of the Creditors of the above-named person is hereby summoned to be held at the offices of Messrs. Cooper Brothers, and Company, 14, George-street, Mansion House, in the city of London, on Monday, the 24th day of November, 1873, at three o'clock in the afternoon precisely, for the following purposes, viz.:—1. To consider an offer received by the Trustee for the purchase of the property and estate of the debtor, and to resolve as to the acceptance of the same; 2. To determine the allowance to be made to the debtor; 3. To resolve upon the discharge of the debtor; 4. To give a time for the close of this liquidation; 5. To resolve upon the release of the Trustee.—Dated this 13th day of November, 1873.

JOHN FERRIER, 14, George-street, Mansion House, E.C., Trustee.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William John Hobben, of Lower Norwood, in the county of Surrey, Boot and Shoe Maker.

A GENERAL Meeting of the Creditors of the above-named debtor is hereby summoned to be held at the offices of Mr. Benjamin Nicholson, of Nos. 7 and 8, London-bridge Railway Approach, London, S.E., on Wednesday, the 26th day of November, 1873, at eleven o'clock in the forenoon, for the purpose of considering:—1. A proposal to buy the whole of the estate for such an amount as will pay 6s. in the pound, after paying all expenses; 2. The discharge of the debtor; 3. The close of the liquidation; 4. The release of the Trustee.—Dated this 17th day of November, 1873.

B. NICHOLSON, Trustee of the above Estate.

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 Henry Newton, Henry John White Newton, and John Hatcher Heanes, carrying on business at No. 69, Redcliffe-street, in the city of Bristol, Brass Founders and Copper Smiths in copartnership, under the style or firm of Newton, Son, and Heanes.

NOTICE is hereby given, that a General Meeting of the Creditors under the above liquidation will be held at the offices of Messrs. Barnard, Thomas, Tribe, and Company, Albion-chambers, Bristol, on Friday, the 5th day of December next, at twelve o'clock at noon, for the purpose of auditing the Trustee's accounts, fixing his remuneration and that of the Solicitors to the estate, declaring a Final Dividend, fixing the close of the liquidation, and granting his release to the Trustee.—Dated this 17th day of November, 1873.

E. G. CLARKE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cardiganshire, holden at Aberystwyth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Nowell, of Pier-street, in the town of Aberystwyth, in the county of Cardigan, Hair Dresser.

NOTICE is hereby given, that a Meeting of Creditors of the above-named Edward Nowell, will be held at the offices of Messrs. Coles, Wilson, and Co., No. 63, Bishopsgate-street Within, in the city of London, Accountants, on Friday, the 28th day of November, 1873, at eleven o'clock, in the forenoon, for the purpose of passing the accounts of the Trustee and granting his release, declaring a Dividend, also to consider the granting of the debtor his discharge, and to fix the date of closing the liquidation.—Dated this 17th day of November, 1873.

E. P. WILSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Kynnersley, of 63, George-street, Parade, and of the Quadrant, New-street, Birmingham, in the county of Warwick, Boot and Shoe Manufacturer, trading under the firm of J. Kynnersley and Son.

A GENERAL Meeting of the Creditors of the above-named debtor is hereby summoned to be held at the offices of Messrs. Rogers and Barron, 49, Moorgate-street, in the city of London, on the 2nd day of December, 1873, at three o'clock in the afternoon, for the purpose of transacting the following business:—1. To determine the question of the debtor's discharge; 2. To consider the propriety of granting a release to John Kynnersley, senior, in respect of all claims against the estate of Kynnersley and Son.—Dated this 19th day of November, 1873.

GEORGE ROGERS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Windsor.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Augustus Layton, of Upton-cum-Chalney, in the county of Buckingham, Coal Merchant.

A MEETING of the Creditors of the above-named person will be held at the Crown Hotel, Slough, in the said county of Buckingham, on Wednesday, the 3rd day of December, 1873, at twelve o'clock at noon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of a composition offered by the debtor of two shillings in the pound in discharge of their respective claims.

WM. CORBETT, 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 Starkins George Wedd, of Hariow, in the county of Essex, Baker.

THE creditors of the above-named Starkins George Wedd who have not already proved their debts, are required, on or before the 26th day of November, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Barnard, of Sawbridgeworth, in the county of Herts, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1873.

JOHN BARNARD, 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 John Clark, of No. 7, Weymouth-street, Hackney-road, of No. 434, Hackney-road, and of No. 79, Curtain-road, all in the county of Middlesex, Timber Merchant, Cabinet Manufacturer and Glass Factor.

THE creditors of the above-named John Clark who have not already proved their debts, are required, on or before the 29th day of November, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ebenezer Chambers Foreman, of No. 7, Gresham-street, in the city of London, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1873.

EBENEZER CHAMBERS FOREMAN, 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 Harry Ford, of No. 98, St. John's Wood-terrace, St. John's Wood, in the county of Middlesex, Manager to a Wine, Spirit, and Bottled Beer Merchant, and William Legg, of No. 9, Percy-place, Fulham, in the same county, out of business, the said Harry Ford and William Legg, as Copartners, having lately carried on the business of a Wine, Spirit and Bottled Beer Merchant, under the style or firm of Ford and Co., at No. 98, St. John's Wood-terrace aforesaid.

THE creditors of the above-named Harry Ford and William Legg who have not already proved their debts, are required, on or before the 2nd day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to Messrs. Minet Smith, Son, and Harvie, of 6, New Bond-street, London, the Solicitors of me, the undersigned, Andrew Drysdale, of No. 71, Tooley-street, Southwark, 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, 1873.

ANDREW DRYSDALE, 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 Thomas Archer Simpson, of 154, Regent-street in the county of Middlesex, Jeweller and Dressing Case Maker.

THE creditors of the above-named Thomas Archer Simpson who have not already proved their debts, are required, on or before the 1st day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Stuart, of 36, Old Change, in the city of London, Warehouseman, one of the undersigned Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1873.

HENRY STUART,
G. W. HEIJEMANN,
RICHD. NASH WELCHMAN, Trustees.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John James Horrocks and Thomas Robertson Hellaby, trading under the style or firm of Horrocks and Hellaby, of Nos. 51 and 59, Strand, in the county of Middlesex, Wholesale Stationers. In the Matter of the separate estate of the above-named Thomas Robertson Hellaby.

THE creditors of the above-named Thomas Robertson Hellaby who have not already proved their debts, are required, on or before the 29th day of November, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edmund Charles Charterley, of No. 25, Old Jewry, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1873.

EDMD. C. CHARTERLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Gibson and Thomas Ainley, of Leeds, in the county of York, Cloth Manufacturers and Merchants.

THE creditors of the above-named George Gibson who have not already proved their debts, are required, on or before the 27th day of November, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Burrell, of 18, 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 17th day of November, 1873.

W. H. BURRELL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Kassell and William Kassell, both of Goole, in the county of York, lately carrying on business together under the style or firm of H. and W. Kassell, at Goole aforesaid and elsewhere, as Builders, Stonemasons, and Contractors.

THE creditors of the above-named Henry Kassell and William Kassell who have not already proved their debts, are required, on or before the 29th day of November, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned John Humble Rockett, of Goole aforesaid, Bank Manager, 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, 1873.

JNO. H. ROCKETT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Spedding, of Calverley, near Leeds, in the county of York, Cloth Manufacturer.

THE creditors of the above-named Charles Spedding who have not already proved their debts, are required, on or before the 6th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Routh, of Park-row, 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 14th day of November, 1873.

JOHN ROUTH, Trustee.

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 Henry Newton, Henry John White Newton, and John Hatcher Heanes, carrying on business at No. 69, Red-cliff-street, in the city of Bristol, Brassfounders and Copper Smiths, in Partnership, under the style or firm of Newton, Son, and Heanes.

THE creditors of the above-named Henry Newton, Henry John White Newton, and John Hatcher Heanes, who have not already proved their debts, are required, on or before the 29th day of November, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Edward Gustavus Clarke, of Albion-chambers, Bristol, 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 17th day of November, 1873.

E. G. CLARKE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Manton King, of No. 17, Burlington-street, Brighton, in the county of Sussex, Professor of Music.

THE creditors of the above-named George Manton King who have not already proved their debts, are required, on or before the 2nd day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, George Carpenter Taylor, 11, Ship-street, Brighton 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 18th day of November, 1873.

GEORGE CARPENTER TAYLOR, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Rooney and Samuel Rooney, both of 9, Howard-road, Stoke Newington, in the county of Middlesex, Lime, Cement, Brick, and Tile Merchants.

THE creditors of the above-named William Rooney and Samuel Rooney who have not already proved their debts, are required, on or before the 1st day of December, 1873, to send their names and addresses, and the particulars of their debt or claims, to me, the undersigned, George Blackmore, of No. 34, Wharf-road, City-road, in the county of Middlesex, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1873.

G. BLACKMORE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Garbutt Watson and William Parkin, both of Brotton, in the North Riding of the county of York, trading together in partnership, at Brotton aforesaid, under the style or firm of W. G. Watson and Co., as Implement Makers and Iron Founders.

THE creditors of the above-named William Garbutt Watson and William Parkin who have not already proved their debts, are required, on or before the 28th day of November, 1873, to send their names and addresses, and the particulars of their debts claims, to me, the undersigned, George Hudson, at the Mechanics' Institute, Stockton-on-Tees, in the county of Durham, 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, 1873.

GEO. HUDSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of Henry Watkins Price, of Oundle, in the county of Northampton, Grocer and Wine and Spirit Merchant.

THE creditors of the above-named Henry Watkins Price who have not already proved their debts are required, on or before the 1st day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Thomas Fairbrother Shepherd, of Oundle aforesaid, Bank Manager, 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, 1873.

T. F. SHEPHERD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Cleaver, of Shut-lane Mill, in the city of Coventry, Stay and Harness Manufacturer, lately trading as Thomas Cleaver and Company, and some time a Partner in the firm of Benjamin Harrison, Thomas Cleaver, and Charles Cleaver, as Elastic Web Manufacturers, under the style or firm of Benjamin Harrison and Company.

THE creditors of the above-named Thomas Cleaver who have not already proved their debts, are required, on or before the 10th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Thomas Edward Peirson, of No. 46, Jordan-well, in the city of Coventry, 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 19th day of November, 1873.

EDW. THOS. PEIRSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cottis, of 223½, High-street, Deritend, Birmingham, and of Warwick-road, Acock's-green, both in the county of Warwick, Grocer and Provision Dealer, now out of business.

THE creditors of the above-named William Cottis who have not already proved their debts, are required, on or before the 29th day of November, 1873, to send their names, and addresses, and the particulars of their debts or claims, to me, the undersigned, William Lomas Harrison, of No. 37, Cannon-street, Birmingham, in the county of Warwick, 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 17th day of November, 1873.

WM. LOMAS HARRISON, Trustee.

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 Oliver Rowe, of No. 123, Digbeth, Birmingham, in the county of Warwick, Boot and Shoe Manufacturer.

THE creditors of the above-named Oliver Rowe who have not already proved their debts, are required, on or before the 2nd day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, of 34, Colmore-row, Birmingham, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1873.

LUKE J. SHARP, Trustee.

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 Alfred William Cornell, of No. 1, Victoria-terrace, Mortlake, in the county of Surrey, Draper.

THE separate creditors of the above-named Alfred William Cornell who have not already proved their debts, are required, on or before the 3rd day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Burroughs Fowler, of Richmond, in the county of Surrey, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1873.

JNO. B. FOWLER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by the Honourable Byron Charles Ferdinand Plantagenet Cary, of Teignmouth, in the county of Devon, a Retired Captain in Her Majesty's Royal Navy.

THE creditors of the above-named Byron Charles Ferdinand Plantagenet Cary who have not already proved their debts are required, on or before the 1st day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Robert Alsop, of Teignmouth aforesaid, Bank Manager, 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 17th day of November, 1873.

ROBERT ALSOP, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Farnes, of Baldwin-street, St. Helens, in the county of Lancaster, Licensed Victualler.

THE creditors of the above-named Thomas Farnes who have not already proved their debts, are required, on or before the 1st day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Robert Harrison, and George James Healy, of 13, New Market-place, St. Helens, 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 18th day of November, 1873.

ROBERT HARRISON,
GEORGE JAMES HEALY, Trustees.

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 Ralph Golding, of High-street, Ventnor, in the Isle of Wight, in the county of Hants, Ironmonger.

THE creditors of the above-named Charles Ralph Golding who have not already proved their debts, are required, on or before the 1st day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Clement Young, of Padlock House, High-street, Ventnor 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 19th day of November, 1873.

CLEMENT YOUNG, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Olivant, of Bridge-street, Gainsborough, in the county of Lincoln, Corn and Seed Merchant.

THE creditors of the above-named George Olivant who have not already proved their debts, are required, on or before the 15th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to George Jay, of No. 1, Bank-street, in the city of Lincoln, Accountant to the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1873.

THOS. ROLLETT,
JOHN LAUGHTON,
W. CROWDER, Trustees.

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 Smith, of Victoria Brewery, Aughton-street, Ormskirk, in the county of Lancaster, Common Brewer, trading under the style or firm of George Smith and Company.

THE creditors of the above-named George Smith who have not already proved their debts, are required, on or before the 29th day of November, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Edmund Compton Batt, of 1, Hackin's-hey, Liverpool, in the county of Lancaster, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1873.

EDMUND COMPTON BATT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Garvey, of 106, London-road, Liverpool, in the county of Lancaster, Boot and Shoe Dealer.

THE creditors of the above-named Henry Garvey who have not already proved their debts are required, on or before the 8th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Arthur Barron, of 49, Moorgate-street, in the city of London, Public Accountant, and Arthur Hines, of 2, Victoria-street, Manchester, Accountant, at the offices of the said Arthur Barron, 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 15th day of November, 1873.

ARTHUR BARRON,
ARTHUR HINES, 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 Christian Clarke Spiller and Edward Spiller, both of 117, Westbourne-grove, Paddington, in the county of Middlesex, Fancy Stationers, Copartners in Trade.

WILLIAM HENRY MARDON, of 1, Chapel-place, Poultry, in the city of London, Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 14th day of November, 1873.

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 Thomas Brown Porter, of No. 1, Westminster-chambers, Victoria-street, in the city of Westminster, and of Gowtbridge Works, in the city of Lincoln, trading under the style or firm of J. T. B. Porter and Co., Gas and Civil Engineer.

EBENEZER ERSKIN SCOTT, of No. 5, Barge-yard, Bucklersbury, and George Chandler, both in the city of London, Public Accountants, 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 15th day of November, 1873.

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 Sparge, of 224 and 225, Gresham-house, in the city of London, Stock and Share Dealer.

SAMUEL LOVELOCK, of 19, Coleman-street, 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 11th day of November, 1873.

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 Fisher, of No. 28, Blenheim-terrace, Abbey-road, St. John's Wood, in the county of Middlesex, Fishmonger and Greengrocer.

GEORGE JOSEPH WILLIAMSON, of No. 122, Lower Thames-street, in the city of London, Oyster Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Charles Gibson, of Droitwich, in the county of Worcester, Surgeon and Apothecary.

DAVID SHAW, of the city of Worcester, 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 said debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 13th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Reading. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Harvey, of No. 3, St. Mary's-parade, Reading, in the county of Berks, Grocer and Tea Dealer.

GEORGE CHANCELLOR, of Reading aforesaid, Provision Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid

to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 14th day of November, 1873.

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 Charles Stephen Woodruff, of No. 33, Fort-road, Margate, in the county of Kent, Wine and Spirit Merchant.

EDWARD HART, of No. 57, Moorgate-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 debts to the trustee.—Dated this 12th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Robinson, of Beachampton, in the county of Buckingham, late of Lower Heyford, in the county of Northampton, Butcher and Publican.

CHARLES DAWSON KING, of the town of Northampton, 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 31st day of October, 1873.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Arthur David Arthur, of the city of Lincoln, Asphalter.

GEORGE JAY, of the city of Lincoln, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Merthyr Tydfil.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Jones, formerly of No. 15, Taff-street, Caerpanytyll, Merthyr Tydfil, in the county of Glamorgan, and now of the Golden Tea Pot, Mary-street, Dowlais, in the said county of Glamorgan, and also of Pantywain, near Dowlais aforesaid, Grocer, Butcher, and Provision Merchant.

JOHN DANIEL THOMAS, of No. 1, Camden-place, Swansea, High Bailiff, 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 15th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Abel, of No. 1, Alfred-road, Brighton, in the county of Sussex, Schoolmaster.

FREDERICK WOOD MORPHETT, of No. 35, Moorgate-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 debts to the trustee.—Dated this 17th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Lewes. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Duplock, of No. 77, Pevensey-road, Eastbourne, in the county of Sussex, Auctioneer and General Valuer, House and Estate Agent.

JAMES THOMAS SNELL, of No. 85, Cheapside, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must

deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 14th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Windsor. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Philip Thomas Wyatt, of Pond Wood Farm, Shottesbrook, in the county of Berks, Farmer.

WILLIAM FORD, of the Crown Hotel, Slough, in the county of Bucks, Hotel-keeper and Farmer, 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 17th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Mitchell, of the Rising Sun Inn, Bampton-street, Tiverton, in the county of Devon, Licensed Victualler, previously of the Anchor Inn, in the parish of Sidmouth, in the county of Devon, Licensed Victualler, and previously thereto of the Admiral Vernon Inn, in the parish of Alhington, in the county of Devon, Licensed Victualler.

JOHAN OKE HARRIS, of Gandy-street-chambers, in the city of Exeter, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1873.

In the County Court of Surrey, holden at Kingston-on-Thames.

A MEETING of the Creditors of James Henry Fysh the younger, of Feltham, in the county of Middlesex, Gentleman, adjudicated a bankrupt on the 26th day of August, 1873, will be held at the office of Messrs Pritchard and Sons, at No. 9, Knight-riding-street, Doctors' Commons, in the city of London, on the 1st day of December, 1873, at one o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of a composition to be then and there offered on behalf of the Bankrupt, of ten shillings in the pound on the amount to be then and there agreed, of the debts of the several creditors in the Bankruptcy, and for the annulling thereafter of the order of adjudication made against the bankrupt.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Frederick Wieland, of 37, Marlborough-hill, Saint John's Wood, in the county of Middlesex, adjudicated bankrupt on the 22nd February, 1870.

WHEREAS at a General Meeting of the Creditors of the said John Frederick Wieland, held under the 28th section of the said Act, at the offices of Messrs. Lewis, Munns, and Longden, 8, Old Jewry, in the city of London, on the 25th day of February, 1873, it was resolved that I should assent to a general scheme of settlement of the affairs of the bankrupt, which scheme was comprised in certain resolutions, of which the following are copies:—1. That the bankrupt shall pay or cause to be paid to the Trustee the sum of one thousand two hundred and fifty pounds, of which the sum of five hundred pounds shall be paid in cash within twenty-eight days after the date of the approval of the Court of these resolutions, and the balance of seven hundred and fifty pounds shall be paid in three equal instalments of two hundred and fifty pounds each, at the respective periods of three calendar months, six calendar months, and nine calendar months from the same date, and shall be secured by the promissory notes of Frederick William Goddard, of 331, Wandsworth-road, Surrey, payable to the Trustee at the said respective periods; 2. That on payment to the Trustee of the said sum of five hundred pounds and delivery to him of the said notes for seven hundred and fifty pounds, the Trustee shall give his certificate of the fact, and such certificate shall operate as a discharge of the bankrupt from all debts proveable under the bankruptcy, in like manner and to the same effect as if such discharge had been duly granted in the bankruptcy, and any property acquired by the bankrupt after this date shall belong to him; 3. That the said sum of one thousand two hundred and fifty pounds shall be applied in or towards payment rateably and without prefer-

ence or priority of all the debts proved or proveable under the bankruptcy, except the debts due or claimed to be due to the several persons and firms named in the first schedule hereto; 4. That the bankrupt shall forthwith obtain from the said several persons and firms named in the first schedule, the final and absolute withdrawal of all proofs or claims made by them respectively against his estate; 5. That the said bankruptcy shall not be annulled; and all the estate and effects of the bankrupt specified in the second schedule hereto (which is believed to comprise all the unrealised estate of the bankrupt), and all such other parts (if any) of the estate of the bankrupt as are not yet realised shall be sold or otherwise realised by the Trustee in due course under the bankruptcy, and the net proceeds thereof applied in or towards payment rateably and without preference or priority of the debts proved or proveable under the bankruptcy, except the debts due to the creditors named in the said first schedule. And whereas in pursuance of such resolutions I did assent to the said scheme, and such resolutions were afterwards duly confirmed by the Court on the 28th day of May, 1873, now I hereby certify, that the said bankrupt did duly pay to me the said sum of five hundred pounds, and has also delivered to me the said three several promissory notes for two hundred and fifty pounds, and payable at the time hereinbefore mentioned, and respectively made by the said bankrupt and the said Frederick William Goddard.—Dated this 25th day of July, 1873.

J. B. GATES, Trustee.

In the London Bankruptcy Court.

A DIVIDEND of 7½d. in the pound has been declared in the matter of David Macartney, of Lordhill-bridge, Harrow-road, Paddington, in the county of Middlesex, adjudicated bankrupt on the 5th day of February, 1873, and will be paid by me, at the offices of my Solicitors, Messrs. Minet Smith, Son, and Harvie, No. 6, New Broad-street, London, on and after the 2nd day of December, 1873.—Dated this 20th day of November, 1873.

THOS. ALLEN, Trustee.

In the County Court of Yorkshire, holden at Leeds.

A FIRST Dividend of 6s. 7d. in the pound has been declared in the matter of George Charles Hick, of Leeds and Bradford, in the county of York, Corn Dealer, adjudicated bankrupt on the 15th day of August, 1872, and will be paid by me, at the offices of Dean, Gordon, and Hinde, of 23, Albion-street, Leeds aforesaid, Accountants, on and after the 19th day of November, 1873.—Dated the 19th day of November, 1873.

JOHN GORDON, Trustee.

In the County Court of Yorkshire, holden at Leeds.

A FIRST and Final Dividend of 2s. in the pound has been declared in the matter of Thomas Jones, of Leeds, Potato Merchant, adjudicated bankrupt on the 12th day of February, 1873, and will be paid by me, at Royal Insurance-buildings, Park-row, Leeds, on and after the 18th day of November, 1873.—Dated this 15th day of November, 1873.

JOHN ROUTH, Trustee.

In the County Court of Lancashire, holden at Liverpool,

A FIRST Dividend of 0½d. in the pound has been declared in the matter of Henry Todd Naylor, of Liverpool, in the county of Lancaster, Merchant, adjudicated bankrupt on the 14th day of March, 1871, and will be paid by me, at my office, No. 5, Fenwick-street, Liverpool aforesaid, between the hours of eleven and two, on Monday, the 1st day of December, 1873.—Dated this 18th day of November, 1873.

A. W. CHALMERS, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Robert Goldsworthy, of 4, Arlington-street, Camden Town, in the county of Middlesex, late 142, Stanhope-street, Hampstead-road, in the said county of Middlesex, Delivery Clerk and Book-keeper, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Robert Goldsworthy, an order of adjudication was made on the 16th day of April, 1872. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 14th day of November, 1873.—Dated this 14th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.

In the Matter of Samuel Hoyle Wood, of 8, Wade-street, Wade-lane, Leeds, in the county of York, Yeast Importer, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Samuel Hoyle Wood, an order of adjudication was made on the 13th day of

March, 1872. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 17th day of November, 1873.—Dated this 17th day of November, 1873.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Leon Dyer, of 85, King Henry's-road, Primrose-hill, in the county of Middlesex.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioners, and of the act or acts of the Bankruptcy alleged to have been committed by the said Leon Dyer, having been given, it is ordered that the said Leon Dyer be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1873.

By the Court,

P. H. Pepys, Registrar.

The First General Meeting of the creditors of the said Leon Dyer is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 2nd day of December, 1873, 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 Philip Henry Pepys, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Basinghall-street. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against William Lawson, of 16A, Tokenhouse-yard, in the city of London, and of Holmwood, near Dorking, in the county of Surrey, Stock and Share Broker.

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 William Lawson having been given, it is ordered that the said William Lawson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1873.

By the Court,

James R. Brougham, Registrar.

The First General Meeting of the creditors of the said William Lawson is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 3rd day of December, 1873, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Basinghall-street. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of a Bankruptcy Petition against David Rosenthal, of No. 20, Oak-street, Manchester, in the county of Lancaster, Paper Hangings Dealer.

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 David Rosenthal having been given, it is ordered that the said David Rosenthal be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1873.

By the Court,

Sam. Kay, Registrar.

The First General Meeting of the creditors of the said David Rosenthal is hereby summoned to be held at the Court-house, Nicholas-croft, in the city of Manchester, on the 4th day of December, 1873, at half-past nine o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the 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 Manchester. In the Matter of a Bankruptcy Petition against William Henry Broadhead, of Nos. 32, 51, and 53, Spear-street, in Manchester, in the county of Lancaster, Joiner 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 William Henry Broadhead having been given, it is ordered that the said William Henry Broadhead be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1873.

By the Court,

Sam. Kay, Registrar.

The First General Meeting of the creditors of the said William Henry Broadhead is hereby summoned to be held at this Court, on the 3rd day of December, 1873, at half-past nine o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the 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 Johnson Gore Welsby, of Liverpool, in the county of Lancaster, General Broker, trading solely under the style or firm of Welsby and Co.

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 of Bankruptcy alleged to have been committed by the said Johnson Gore Welsby having been given, it is ordered that the said Johnson Gore Welsby be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1873.

By the Court,

James F. Watson, Registrar.

The First General Meeting of the creditors of the said Johnson Gore Welsby is hereby summoned to be held at the County-Court, No. 80, Lime-street, Liverpool, on the 3rd day of December, 1873, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of a Bankruptcy Petition against William McLeod, of Park-terrace, Llanelly, in the county of Carmarthen, Travelling 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 of Bankruptcy alleged to have been committed by the said William McLeod having been given, it is ordered that the said William McLeod be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1873.

By the Court,

Walter Lloyd, Registrar.

The First General Meeting of the creditors of the said William McLeod is hereby summoned to be held at the Townhall Court, on the 3rd day of December, 1873, 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 Dorsetshire, holden at Dorchester. In the Matter of a Bankruptcy Petition against Hubert Brymer Williams, of Fordington, in the county of Dorset, Clerk in Holy Orders.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Peti-

tioners, and of the acts of Bankruptcy alleged to have been committed by the said Hubert Brymer Williams having been given, it is ordered that the said Hubert Brymer Williams be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1873.

By the Court,
G. Symonds, Registrar.

The First General Meeting of the creditors of the said Hubert Brymer Williams is hereby summoned to be held at the County-hall, Dorchester, in the county of Dorset, on the 3rd day of December, 1873, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of George Augustus Piesse, of Lyons-inn-chambers, No. 303, Strand, in the county of Middlesex, Dealer in Jewellery and Precious Stones, a Bankrupt.

Henry Arthur Dubois, of 2, Gresham-buildings, Basinghall-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 19th day of December, 1873, at half-past ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1873.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Edward Cavendish Tahourdin, of No. 14, Corahill, in the city of London, Stock and Share Broker, a Bankrupt.

Luke Bishop, of 10, Queen-street-place, Cheapside, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 15th day of December, 1873, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 12th day of November, 1873.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of James Ernest Bradenell Bruce, of 5, Stone-buildings, Lincoln's-inn-fields, in the county of Middlesex, Barrister-at-Law, a Bankrupt.

Sydney Smith, of 65, Basinghall-street, in the city of London, Fellow of the Institute of Accountants, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 27th day of November, 1873, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 30th day of October, 1873.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Joseph Choice, late of Hinckley, in the county of Leicester, but now of Burbage, in the same county, Beerseller, a Bankrupt.

James Hand Ward, of Hinckley aforesaid, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Castle, at Leicester, on the 17th day of December, 1873, 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 17th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at Hertford. In the Matter of Joseph Gardner, of Ware, in the county of Hertford, Butcher, Grocer, and General Dealer, a Bankrupt.

Stephen Chetwood, of Waltham Abbey, in the county of Essex, Auctioneer, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Shire Hall, Hertford, on the 8th day of December, 1873, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved debts must forward their proofs of debts to the trustee.—Dated this 6th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of James Banks, of No. 30, The Willows, Everton, near Liverpool, in the county of Lancaster, Mercantile Clerk, a Bankrupt.

Peter Vine, of the Chambers, 20, Cable-street, Liverpool, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court House, No. 80, Lime-street, Liverpool, on the 19th day of December, 1873, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1873.

In the County Court of Lancashire, holden at Liverpool.

On the 19th day of December, 1873, at eleven o'clock in the forenoon, Frederick Southcoates, of Everton, in the county of Lancaster, Joiner and Builder, adjudicated bankrupt on the 28th day of January, 1870, will apply for an Order of Discharge.—Dated this 19th day of November, 1873.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Francis Albert Church, Thomas Summers, and William Davis, trading as Church, Summers, and Davis, of No. 19, Old Change, in the city of London, Stay and Skirt Warehousemen, adjudicated bankrupts on the 12th day of March, 1872. Creditors who have not proved their debts by the 30th day of November, 1873, will be excluded.—Dated this 19th day of November, 1873.

Michael Banes, Trustee.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of William Temple, of Devonshire House, Forest Hill, in the county of Kent, Grocer and Provision Merchant, adjudicated bankrupt on the 13th day of May, 1873. Creditors who have not proved their debts by the 29th day of November, 1873, will be excluded.—Dated this 19th day of November, 1873.

John Bath, Trustee.

In the County Court of Lancashire, holden at Liverpool.

A Second and Final Dividend is intended to be declared in the matter of William Beachey Head, of the Imperial Hotel, Blackpool, in the county of Lancaster, Hotelkeeper, adjudicated bankrupt on the 4th day of April, 1871. Creditors who have not proved their debts by the 8th day of December, 1873, will be excluded.—Dated this 19th day of November, 1873.

Henry Honey, Trustee.

In the County Court of Devonshire, holden at East Stonehouse.

A Dividend is intended to be declared in the matter of John Martin Brawn, of Tavistock, in the county of Devon, Temperance Hotel Keeper, Carpenter and Builder, adjudicated bankrupt on the 25th day of June, 1873. Creditors who have not proved their debts by the 1st day of December, 1873, will be excluded.—Dated this 17th day of November, 1873.

Ward West Arliss, Trustee.

In the County Court of Yorkshire, holden at Northallerton.

A Fourth Dividend is intended to be declared in the matter of the Reverend Percy Smith, of Grinton, in the county of York, Clerk in Holy Orders, adjudicated bankrupt on the 23rd day of March, 1870. Creditors who have not proved their debts by the 1st day of December, 1873, will be excluded.—Dated this 17th day of November, 1873.

Chris. Oiler, Jr., Trustee.

In the County Court of Dorsetshire, holden at Poole.

A Dividend is intended to be declared in the matter of Charles Mussellwhite, of Longfi-et, in the county and borough of Poole, Saddler and Harness Maker, adjudicated bankrupt on the 14th day of July, 1873. Creditors who have not proved their debts by the 1st day of December, 1873, will be excluded.—Dated this 18th day of November, 1873.

William Munt, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Scheme of Settlement of the affairs of John Parratt the younger, of No. 1, Tower-building, North Water-street, Liverpool, in the county of Lancaster, Commission Merchant, adjudicated bankrupt on the 20th day of July, 1870.

THE creditors of the above-named John Parratt the younger, who have not already proved their debts, are required, on or before the 19th December next, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Alfred Lawson Ford, of No. 31, The Temple, Dale-street, Liverpool, in the county of Lancaster, Public Accountant, the Trustee in the matter, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1873.

ALFRED LAWSON FORD, Trustee.

The Bankruptcy Act, 1861.

Notice of Dividend Meetings.

Meetings of the Creditors of the Bankrupts hereinafter named will be held, pursuant to the 174th section of the said Act, at the time and place hereinafter mentioned; that is to say:—

At the Court of Bankruptcy, Basinghall-street, in the city of London, before Henry Philip Roche, Esq., Registrar:

William Lindon, of No. 21, Walbrook, in the city of London, Merchant, adjudicated bankrupt on the 2nd day of November, 1869. A Dividend Meeting will be held on the 4th day of December, 1873, at eleven o'clock in the forenoon precisely.

Andrew Barron, of No. 23, Rood-lane, in the city of London West India and General Merchant and Commission Agent, trading there under the style or firm of William Rattray and Co., and also trading at Bridgetown, Barbados, in the West Indies, in copartnership with William Laurie and Robert Arthur, under the style or firm of Barron, Laurie, and Co., as West India and General Merchants and Commission Agents, adjudicated bankrupt on the 24th day of September, 1866. A Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

William Wells, formerly of High-street, Tonbridge, in the county of Kent, and now of Caterham, in the county of Surrey, Chemist and Druggist, adjudicated bankrupt on the 4th day of December, 1867. A Dividend Meeting will be held on the 2nd day of December next, at eleven o'clock in the forenoon precisely.

Heaketh Davis Wells, of Lower-road, Deptford, in the county of Kent, Timber Merchant and Fire-wood Dealer, adjudicated bankrupt on the 25th day of May, 1869. A Dividend Meeting will be held on the 5th day of December next, at eleven o'clock in the forenoon precisely.

At the said Meeting the Assignee will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupts' estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said meeting will, in pursuance of the said section, declare whether any and what allowance shall be paid to the said bankrupt. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of John Charles Hullock, of No. 1, Sister's-terrace, Beverley-road, in the borough of Kingston-upon-Hull, Grocer, a bankrupt.

AN Order of Discharge was granted to the said John Charles Hullock, of No. 1, Sister's-terrace, Beverley-road, in the borough of Kingston-upon-Hull, who was adjudicated bankrupt on the 18th day of November, 1870.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 18th day of July, 1855, by Job William Meears, of Croydon, in the county of Surrey, Chemist and Druggist, Dealer and Chapman, will sit on the 16th day of December, 1873, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Basinghall-street, in the city of London, in order to make a Final Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed on the 12th day of April, 1858, against Robert Page, of the Forest of Dean, Gloucestershire, Coal Owner, and of Dover, in the county of Kent, Grocer, will sit on the 23rd day of December, 1873, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

THIS is to give notice, that the Court acting in the prosecution of a Fiat in Bankruptcy, awarded and issued forth on the 31st day of May, 1849, against Edward Woodgate, of Ravensborne-hill, Greenwich, in the county of Kent, late of No. 4, Bartlett's-buildings, Holborn, in the city of London, Electro Plate Manufacturer, Dealer and Chapman, trading under the style or firm of Watt and Company, will sit on the 12th day of December, 1873, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Basinghall-street, in the city of London, in order to make a Dividend of the estate and effects of the said bankrupt; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend. And all claims not then proved will be disallowed.

In the London Bankruptcy Court.

WHEREAS a Petition of Insolvency was filed the 29th day of December, 1845, by James Woodward Cooper, formerly and for six years of Cranford, Middlesex, next and late and for eighteen months of No. 9, Park-road, Notting Hill, Bayswater, Middlesex, Clerk in the Commissariat Department, Whitehall, an Insolvent Debtor; this is to give notice, that a sitting of the Court will be held on the 18th day of December, 1873, at eleven o'clock in the forenoon precisely, at the Court of Bankruptcy, in Basinghall-street, London, in order to make a Dividend of the estate and effects of the said insolvent; when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend, and all claims not then proved will be disallowed.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Lewis Henry Bill, of No. 12, Rollington-place, Notting-hill, in the county of Middlesex, and of No. 159, Edgware-road, in the said county, House Agent, a bankrupt.

Before Mr. Registrar Brougham.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 13th day of October, 1873, reporting that the whole of the property of the bankrupt, consisted of some articles of household furniture, estimated by the bankrupt to be worth the sum of five pounds, which furniture, he the Trustee had inspected and considered that it would not be worth while attempting to realize it for the benefit of the creditors, and the Court being satisfied that the said furniture estimated to be of such small value is not worth the expense of attempting to realize it for the benefit of the creditors, and, upon the application of Mr. Scaife, Solicitor for the said trustee, and upon reading the

report of the official assignee, dated the 15th day of November, 1873, doth order and declare that the bankruptcy of the said Lewis Henry Bill, has closed.—Given under the Seal of the Court this 19th day of November, 1873.

THE estates of Alexander Ledingham, Farmer, at Netherton, near Keith, were sequestrated on the 17th day of November, 1873, by the Sheriff Substitute of Banffshire.

The first deliverance is dated the 17th day of November, 1873.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on the 29th day of November, 1873, within the Gordon Arms Hotel, Keith.

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 17th day of March, 1874.

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.

CHAS. KELMAN, Solicitor, Keith,
Agent.

THE estates of the Deceased John Wilson, Baker, Abbotsford-lane, Glasgow, were sequestrated on 18th November, 1873, by the Sheriff of Lanarkshire.

The first deliverance is dated the 17th October, 1873.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Monday, the 1st December, 1873, within the Hall of the Faculty of Procurators, 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 18th March, 1874.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

PAUL, MACFARLAN, and BROWN, Writers,
11, Saint Vincent-place, Glasgow.

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Price One Shilling.

