



The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 28, 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 passed in the session of Parliament held in the sixteenth and seventeenth years of Her Majesty's reign, intituled "An Act to amend the laws concerning the burial of the dead in England, beyond the limits of the Metropolis, and to amend the Act concerning the burial of the dead in the Metropolis," it is enacted that, in case it appears to Her Majesty in Council, upon the representation of one of Her Majesty's Principal Secretaries of State, that for the protection of the public-health, the opening of any new burial ground in any city or town, or within any other limits, save with the previous approval of one of such Secretaries of State, should be prohibited, or that burials in any city or town, or within any other limits, or in any burial ground or places of burial should be wholly discontinued, or should be discontinued subject to any exception or qualification, it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, to order that no new burial-ground shall be opened in any city or town, or within such limits, without such previous approval, or (as the case may require), that after a time mentioned in the Order, burials in such city or town, or within such limits, or in such burial-grounds or places of burial, shall be discontinued wholly, or subject to any exceptions or qualifications mentioned in such Order, and so from time to time as circumstances may require; provided always, that notice of such representation, and of the time when it shall please Her Majesty to order that the same be taken into consideration by the Privy Council, shall be published in the London Gazette, and shall be affixed on the doors of the churches or chapels of, or on some other conspicuous places within, the parishes affected by such representation, one month before such representation is so considered; provided also, that no such representation shall be made in relation to the burial-ground of any parish until ten days' previous notice of the intention to make such representation shall have been given to the Incumbent and Vestry Clerk or Churchwardens of such parish:

And whereas the Right Honourable Robert Lowe, one of Her Majesty's Principal Secretaries of State, after giving to the Incumbent and the Churchwardens of the parish hereinafter

mentioned ten days' previous notice of his intention to make such representation, has made a representation stating that, for the protection of the public health, no new burial-ground should be opened in the undermentioned parish without the previous consent of one of Her Majesty's Principal Secretaries of State, and that burials should be discontinued therein, with the modifications hereinafter specified:

And whereas Her Majesty was pleased, by Her Order in Council of the thirtieth day of September last, to give notice of such representation, and to order that the same should be taken into consideration by a Committee of the Lords of Her Majesty's Most Honourable Privy Council on the seventeenth day of November, one thousand eight hundred and seventy-three, and such Order has been published in the London Gazette, and copies thereof have been affixed, as required by the said Act:

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, is pleased to order, and it is hereby ordered, that no new burial-ground shall be opened in the undermentioned parish, without the previous approval of one of Her Majesty's Principal Secretaries of State, and that burials in the said parish shall be discontinued (except as herein otherwise directed), as follows; viz. :—

SEDGFIELD.—Forthwith wholly in the church, and in the churchyard except for the burial of members of families already buried therein.

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 session of Parliament held in the eighteenth and nineteenth years of Her Majesty's reign, intituled "An Act further to amend the laws concerning the burial of the dead in England," it is, amongst other things, enacted that it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, from time to time, to postpone the time appointed by any Order in Council for the discontinuance of burials, or otherwise to vary any Order in Council made under any of the Acts

recited in the said Act, or under the said Act (whether the time thereby appointed for the discontinuance of burials thereunder, or other operation of such Order, shall or shall not have arrived), as to Her Majesty, with such advice as aforesaid, may seem fit:

And whereas Orders in Council have been made, directing the discontinuance of burials in the churchyards hereinafter mentioned, from the time specified in such Orders; and whereas it seems fit to Her Majesty, by and with the advice of Her Privy Council, that the time for discontinuing burials in the said churchyards be postponed:

Now, therefore, Her Majesty by and with the advice aforesaid is pleased to order, and it is hereby ordered, that the time for the discontinuance of burials in such churchyards be postponed as follows, viz. :—

In the churchyard of All Saints, Wellington, Salop, to the thirty-first of December, one thousand eight hundred and seventy-four.

In the churchyard of the parish of Wellington, in the county of Somerset, to the first of July, one thousand eight hundred and seventy-four.

Edmund Harrisou

Crown Office, November 26, 1873.

MEMBER returned to serve in the present PARLIAMENT.

Town of Haverfordwest.

William, Baron Kensington, of 69, Grosvenor-street, a Peer of Ireland, one of the Grooms in Waiting on Her Majesty.

Marine Department, Board of Trade.

Whitehall Gardens, November 25, 1873.

THE Board of Trade hereby give notice, that in order to obtain greater uniformity of practice at the different ports in the examinations of candidates for certificates of competency as masters and mates, they propose to substitute two examination papers for the vivâ voce examination at present in use for testing a candidate's knowledge of the adjustment of the sextant and of the use of the chart.

By this change, which will come into operation on the 1st of January, 1874, the Board hope to ensure the same system of examination in navigation in its entirety throughout the United Kingdom, and to effect a great saving both of time and labour in conducting the examinations.

The Board also give notice, that on and after the 1st January next, the examination in compass deviation will include a question for the purpose of testing a candidate's knowledge of the use of adjusting magnets, and of the present system of compensation, as practised in the merchant service.

(S. & C. 1773.)

*Board of Trade, Whitehall Gardens,
November 28, 1873.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a Despatch from Her Majesty's Ambassador at Athens, enclosing copies of an Official Notice of the Greek Government, inviting competitive tenders for the construction of 3,000 kilometres of internal roads,

divided into three categories, viz., national, provincial, and commercial, each of the length of 1,000 kilometres. The price to be allowed per kilometre is stated to be 15,000 drachmas for the national, 11,000 drachmas for the provincial, and 7,000 drachmas for the commercial roads, equivalent, in the aggregate, to 33 millions of drachmas, or 29,464,285 francs.

The State undertakes to advance two millions of drachmas to the contractor within three months after the inauguration of the works; the contractor, on his part, obtaining the guarantee of one of the banks established in Greece.

The roads are to be completed within the space of ten years, dating from six months after the adjudication of the concession, which is to take place at Athens on ^{March 20} ~~April 1~~ 1874, each competitor producing a receipt showing that he has deposited a sum of 200,000 francs in one of the aforesaid banks.

For such other particulars as are not furnished in the present notice, foreigners who may have thoughts of competing are referred to different Hellenic Consulates, amongst which that in London is mentioned.

Admiralty, 25th November, 1873.

Thomas Henry Hayman, Esq., has this day been promoted to the rank of Staff Commander in Her Majesty's Fleet, with seniority of 18th instant.

War Office, Pall Mall,

28th November, 1873.

Corps of Royal Engineers, Serjeant-Major James McDonald to be Quartermaster, vice J. Steel, who retires on half-pay. Dated 29th November, 1873.

The temporary Commissions as Lieutenant of the following Officers to be made permanent, viz. :—

Simeon Hardy Exham. Dated 2nd August, 1871.

Edward John Bor. Dated 2nd August, 1871.

CONTROL DEPARTMENT.

Supply and Transport Sub-Department, The promotion of Deputy Commissary J. L. Robertson to Commissary, Supernumerary, is to be vice A. W. Turner, deceased, and to be dated 16th September, 1873, and not as stated in the Gazette of 28th October, 1873.

Deputy Commissary John Henry Randall to be Commissary, Supernumerary, vice A. Clerk, promoted. Dated 27th October, 1873.

Assistant Commissary James Cragg Kellman to be Deputy Commissary, Supernumerary, vice C. C. Relph, cashiered by sentence of General Court Martial. Dated 6th November, 1873.

CHAPLAIN'S DEPARTMENT.

Chaplain of the Fourth Class the Reverend Charles J. Coar, from half-pay, to be Chaplain of the Fourth Class. Dated 5th November, 1873.

BREVET.

Quartermaster James Steel, Royal Engineers, who retires upon half-pay, to have the honorary rank of Captain. Dated 29th November, 1873.

The undermentioned Officers of the Royal Engineers, having completed the qualifying service

with the rank of Lieutenant-Colonel, to be Colonels:—

Lieutenant-Colonel the Honourable George Wrottesley. Dated 7th November, 1873.
Lieutenant-Colonel Edward Charles Acheson Gordon. Dated 10th November, 1873.

India Office, 27th November, 1873.

HER Majesty has been pleased to approve of the undermentioned promotions amongst the Officers of the Staff Corps and of Her Majesty's Indian Military Forces made by the Governments in India:—

BREVET.

To be Major.

Captain James Clephane Minto, Bengal Staff Corps. Dated 19th August, 1873.

To be Captains.

Lieutenant Montague Jocelyn King-Harman, Bengal Staff Corps. Dated 2nd October, 1873.
Lieutenant Donald Sim McLeod, Madras Cavalry. Dated 20th July, 1873.
Lieutenant Harry Bennett McNeill, Bombay Cavalry. Dated 25th July, 1873.
Lieutenant Harry Windsor Pardoe, Madras Cavalry. Dated 15th August, 1873.
Lieutenant Charles Bell Horsbrugh, Bengal Cavalry. Dated 15th August, 1873.
Captain Henry Fraser, Madras Cavalry, to be Major, in succession to Lieutenant-General A. S. Logan, Madras Infantry, deceased. Dated 11th May, 1873.

SUBSTANTIVE PROMOTIONS.

BENGAL STAFF CORPS.

To be Lieutenant-Colonels.

Major Edward Pryse Lloyd Harries (since retired). Dated 29th December, 1870.
Major Henry Brabazon Urmston. Dated 20th July, 1873.
Major (Brevet Lieutenant-Colonel) Frederick William Graham. Dated 26th July, 1873.
Major William Turton Fagan. Dated 28th July, 1873.

To be Major.

Captain William George Cubitt, V.C. Dated 26th July, 1873.

To be Captains.

Lieutenant Horace Howell. Dated 26th July, 1873.
Lieutenant Edward Eustace Gibson. Dated 2nd August, 1873.

MADRAS STAFF CORPS.

To be Lieutenant-Colonels.

Major James Robert Sale Henderson. Dated 30th June, 1873.
Major James Veale Morris. Dated 26th July, 1873.
Major Richard Collyer Andrée Marshall. Dated 20th August, 1873.
Major Alexander Ruxton McMahon. Dated 20th August, 1873.
Major Thomas Wolrich Stansfeld. Dated 20th August, 1873.
Major Adam Hugh Montgomery Dickey. Dated 21st June, 1873.

To be Majors.

Captain William Walker Pemberton. Dated 13th July, 1873.
Captain John Frederick Taynton Sherman. Dated 15th August, 1873.
Captain William Hill. Dated 15th August, 1873.

To be Captain.

Lieutenant (Brevet Captain) Alfred Charles Williams. Dated 13th August, 1873.

BOMBAY STAFF CORPS.

To be Major.

Captain Henry Phillips. Dated 10th September, 1873.

To be Captains.

Lieutenant Alfred Lionel McNair. Dated 27th August, 1873.
Lieutenant (Brevet Captain) Francis Corbet Singleton. Dated 10th September, 1873.

War Office, 28th November 1873.

MILITIA.

1st Royal Cheshire.

Charles James Hill, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

Cornwall Rangers.

Lieutenant the Honourable Robert Champion Vivian to be Captain. Dated 29th November, 1873.

Royal Cornwall and Devon Miners' Artillery.

Robert Fenwick Ehrington, Gent., to be Sub-Lieutenant (Supernumerary). Dated 8th November, 1873.

2nd or South Devon.

Lieutenant Herbert William Ferdinand de Schmid to be Captain, vice Holford, resigned. Dated 29th November, 1873.

West Essex.

George Philip Townsend, Gent., to be Sub-Lieutenant (Supernumerary). Dated 29th November, 1873.

Royal Glamorgan.

William Henry Herbert Wilson, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

Hampshire.

Captain John Thomas Harris Yates resigns his Commission. Dated 29th November, 1873.

5th Royal Lancashire.

Spencer Walpole Follett, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

6th Royal Lancashire.

Henry Howard Gray, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

The Edinburgh or Queen's Regiment of Light Infantry.

Lieutenant Alexander Wood Inglis to be Captain, vice Ferrier, resigned. Dated 29th November, 1873.

Lieutenant William Henry Archibald Christie, Miller to be Captain, vice Cowan, resigned. Dated 29th November, 1873.

Fife Artillery.

For Robert Preston Bruce, Gent., to be Sub-Lieutenant, dated 12th November, 1873, as notified in the London Gazette of the 11th November, 1873,

Read, The Honourable Robert Preston Bruce to be Sub-Lieutenant. Dated 12th November, 1873.

The Highland Rifle.

Lieutenant James Pemberton Campbell resigns his Commission. Dated 29th November, 1873

1st Royal Lanark.

Captain John White Turnbull resigns his Commission. Dated 29th November, 1873.

2nd Royal Lanark.

Captain Sir John Floyd, Bart., is granted the honorary rank of Major. Dated 29th November, 1873.

Captain Robert Pollock is granted the honorary rank of Major. Dated 29th November, 1873.

Captain Edward John Clifford is granted the honorary rank of Major. Dated 29th November, 1873.

Royal Perth.

Lieutenant Thomas Graham Nairne resigns his Commission. Dated 29th November, 1873.

Antrim.

George Fryer Baird, Gent., to be Sub-Lieutenant, Dated 29th November, 1873.

Donegal Artillery.

George Edward Carre, Gent., to be Surgeon, vice Eames, resigned. Dated 29th November, 1873.

Dublin County.

Captain Edward Vernon is granted the honorary rank of Major. Dated 29th November, 1873.

Kerry.

Captain Samuel Collis is granted the honorary rank of Major. Dated 29th November, 1873.

Captain Edward Herbert is granted the honorary rank of Major. Dated 29th November, 1873.

Captain William Rowan is granted the honorary rank of Major. Dated 29th November, 1873.

Captain Henry Moore Sandes is granted the honorary rank of Major. Dated 29th November, 1873.

Captain Richard Plummer is granted the honorary rank of Major. Dated 29th November, 1873.

Captain Francis McGillicuddy is granted the honorary rank of Major. Dated 29th November, 1873.

Captain Francis Elliott Chute is granted the honorary rank of Major. Dated 29th November, 1873.

Limerick County.

Lieutenant William Thomas Maguire resigns his Commission. Dated 29th November, 1873.

Limerick City Artillery.

The appointment of John Ernest Holt Sullivan, Gent., as Sub-Lieutenant, notified in the London Gazette of 23rd September, 1873, to bear date 11th September, 1873.

Louth.

James Arthur Henry Jameson, Gent., to be Sub-Lieutenant (Supernumerary). Dated 29th November, 1873.

Roscommon.

Captain Patrick Hugh O'Connor resigns his Commission. Dated 29th November, 1873.

1st or South Tipperary Artillery.

John Joseph Honner, Gent., to be Sub-Lieutenant (Supernumerary). Dated 29th November, 1873.

VOLUNTEERS.*5th Aberdeenshire Artillery Volunteer Corps.*

Lieutenant John Park resigns his Commission. Dated 29th November, 1873.

2nd Ayrshire Rifle Volunteer Corps.

Captain James Miller resigns his Commission. Dated 29th November, 1873.

Honorary Chaplain the Reverend Alexander Montgomerie Crawford resigns his Commission. Dated 29th November, 1873.

5th Banffshire Artillery Volunteer Corps.

Lieutenant William L. Taylor resigns his Commission. Dated 29th November, 1873.

1st Administrative Battalion Bedfordshire Rifle Volunteers.

Henry Maclean Pryor, Esq., Captain 7th Bedfordshire Rifle Volunteer Corps, to be Major. Dated 29th November, 1873.

3rd Berwickshire Rifle Volunteer Corps.

James Thomas Simpson Doughty, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

3rd Cambridgeshire Rifle Volunteer Corps.

Lieutenant Arthur Fowell Buxton to be Captain. Dated 29th November, 1873.

Lieutenant George Drinkwater to be Captain. Dated 29th November, 1873.

Lieutenant Robert Kalley Miller resigns his Commission. Dated 29th November, 1873.

28th Cheshire Rifle Volunteer Corps.

Lieutenant Arthur Edward Marsland to be Captain. Dated 29th November, 1873.

32nd Cheshire Rifle Volunteer Corps.

Lieutenant Arthur Walter Norris to be Captain. Dated 29th November, 1873.

1st Cornwall Artillery Volunteer Corps.

Lieutenant George T. A. Staff resigns his Commission. Dated 29th November, 1873.

12th Cornwall Rifle Volunteer Corps.

Gilbert Hele Chilcott, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

6th Cumberland Rifle Volunteer Corps.

The Reverend John Milne to be Acting Chaplain. Dated 29th November, 1873.

11th Cumberland Rifle Volunteer Corps.

Honorary Chaplain the Reverend William Lyde resigns his Commission. Dated 29th November, 1873.

The Reverend William Mangles Schnibben to be Acting Chaplain. Dated 29th November, 1873.

1st Devonshire Light Horse Volunteer Corps.

Henry Jackson, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

3rd Durham Artillery Volunteer Corps.

Lieutenant Thomas Grieve Mabane resigns his Commission. Dated 29th November, 1873.

1st Edinburgh Rifle Volunteer Corps.

Frederick Walton, Esq., to be Captain. Dated 29th November, 1873.

1st Elgin Artillery Volunteer Corps.

Sub-Lieutenant William Anderson resigns his Commission. Dated 29th November, 1873.

5th Essex Rifle Volunteer Corps.

Major Henry Sewell resigns his Commission. Dated 29th November, 1873.

Martin Andres Sharp, Esq., to be Captain. Dated 29th November, 1873.

William Farthing, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

13th Glamorganshire Rifle Volunteer Corps.

Captain John Prichard resigns his Commission. Dated 29th November, 1873.

2nd Gloucestershire Artillery Volunteer Corps.

Lieutenant Maurice F. Carter to be Captain. Dated 29th November, 1873.

1st Administrative Battalion Gloucestershire Rifle Volunteers.

The Earl of Gainsborough, Captain 16th Gloucestershire Rifle Volunteer Corps, to be Major. Dated 29th November, 1873.

2nd Haddingtonshire Rifle Volunteer Corps.

Captain Peter Burn Swinton resigns his Commission. Dated 29th November, 1873.

Lieutenant Robert Hope Bogue resigns his Commission. Dated 29th November, 1873.

2nd Hampshire Artillery Volunteer Corps.

Surgeon Thomas Pemberton Simpson resigns his Commission. Dated 29th November, 1873.

28th Kent Rifle Volunteer Corps.

Albert Henry Trenchard, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

3rd Lanarkshire Rifle Volunteer Corps.

James Bruce, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

106th Lanarkshire Rifle Volunteer Corps.

John Loudon, Esq., to be Captain. Dated 29th November, 1873.

31st Lancashire Rifle Volunteer Corps.

Quartermaster John W. Blackburne resigns his Commission. Dated 29th November, 1873.

56th Lancashire Rifle Volunteer Corps.

William Houlton Worrall, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

William Edward Johnson, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

1st Lincolnshire Light Horse Volunteer Corps.

Lieutenant William Thorold resigns his Commission. Dated 29th November, 1873.

3rd London Rifle Volunteer Corps.

Captain Charles Edward Sparrow resigns his Commission. Dated 29th November, 1873.

1st Middlesex Engineer Volunteer Corps.

Lieutenant William Henry Warre-Smith resigns his Commission. Dated 29th November, 1873.

11th Middlesex Rifle Volunteer Corps.

Lieutenant Sampson Hodgkinson resigns his Commission. Dated 29th November, 1873.

20th Middlesex Rifle Volunteer Corps.

Osborne Edward Mortimer, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

28th Middlesex Rifle Volunteer Corps.

Lieutenant Francis James Slattery resigns his Commission. Dated 29th November, 1873.

29th Middlesex Rifle Volunteer Corps.

Louis Lewis, Gent., M.D., to be Assistant-Surgeon. Dated 29th November, 1873.

39th Middlesex Rifle Volunteer Corps.

Captain Pierre Stephen Poley resigns his Commission. Dated 29th November, 1873.

49th Middlesex Rifle Volunteer Corps.

Captain Frederick Bulmer resigns his Commission. Dated 29th November, 1873.

2nd Monmouthshire Rifle Volunteer Corps.

Major Josiah Richards resigns his Commission. Dated 29th November, 1873.

Captain John B. Hughes resigns his Commission. Dated 29th November, 1873.

Captain Phineas James resigns his Commission. Dated 29th November, 1873.

Lieutenant Ernest Deacon resigns his Commission. Dated 29th November, 1873.

Lieutenant Israel Williams resigns his Commission. Dated 29th November, 1873.

Lieutenant Edmond Hambley resigns his Commission. Dated 29th November, 1873.

Lieutenant Robert Jordan to be Captain. Dated 29th November, 1873.

Lieutenant William Henry Powell to be Captain. Dated 29th November, 1873.

William Henry Davies, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

James Needham James, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

David Evans, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

Rudhall Jarrett, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

1st Newcastle-on-Tyne Rifle Volunteer Corps.

Lieutenant Flower Shore Humble resigns his Commission. Dated 29th November, 1873.

10th Northumberland Rifle Volunteer Corps.

Lieutenant Buddle Atkinson resigns his Commission. Dated 29th November, 1873.

1st Oxfordshire Rifle Volunteer Corps.

Lieutenant Thomas Walter Harrop Garstang to be Captain. Dated 29th November, 1873.

Lieutenant Edward Scudamore Lucas to be Captain. Dated 29th November, 1873.

William Collingwood Carter, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

Aubrey John Spencer, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

1st Renfrewshire Artillery Volunteer Corps.

Major Robert Sinclair Scott resigns his Commission. Dated 29th November, 1873.

Captain John Neil resigns his Commission. Dated 29th November, 1873.

Captain James Reid resigns his Commission. Dated 29th November, 1873.

Captain Robert Muir resigns his Commission. Dated 29th November, 1873.

Lieutenant Walter B. Grieve resigns his Commission. Dated 29th November, 1873.

Lieutenant John Fullarton to be Captain. Dated 29th November, 1873.

Lieutenant Robert Thorne to be Captain. Dated 29th November, 1873.

Lieutenant William James Neill to be Captain. Dated 22th November, 1873.

5th Renfrewshire Rifle Volunteer Corps.

David Scobie, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

2nd Selkirkshire Rifle Volunteer Corps.

William Holme Brydone, Gent., to be Sub-Lieutenant. Dated 29th November, 1873.

5th Shropshire Rifle Volunteer Corps.

Lieutenant Henry Ward resigns his Commission. Dated 29th November, 1873.

12th Somersetshire Rifle Volunteer Corps.

Captain William Hancock resigns his Commission. Dated 29th November, 1873.

21st Staffordshire Rifle Volunteer Corps.

The first Christian name of the Ensign appointed on 7th December, 1872, is *Hugh*, not *Henry*. The names of the Honorary Chaplain appointed on 5th April, 1872, are *Richard McGregor Grier*.

1st Surrey Artillery Volunteer Corps.

Honorary Assistant-Quartermaster Henry de B. Austin, sen., resigns his Commission. Dated 29th November, 1873.

1st Administrative Battalion Surrey Rifle Volunteers.

Assistant-Surgeon George R. Barnes to be Surgeon. Dated 29th November, 1873.

11th Sussex Rifle Volunteer Corps.

Captain John Forbes Hardy resigns his Commission. Dated 29th November, 1873.

1st Tower Hamlets Rifle Volunteer Corps.

Major Collinson Hall resigns his Commission. Dated 29th November, 1873.

10th Worcestershire Rifle Volunteer Corps.

The surname of the Acting Assistant Surgeon appointed on 27th November, 1872, is *Grewcock*, not *Grencock*.

2nd East Riding of Yorkshire Artillery Volunteer Corps.

Charles Waters Scrivener, Gent., to be Acting Assistant-Surgeon. Dated 29th November, 1873.

8th North Riding of Yorkshire Rifle Volunteer Corps.

Sir Charles Edward Smith Dodsworth, Bart., to be Sub-Lieutenant. Dated 29th November, 1873.

2nd West Riding of Yorkshire Engineer Volunteer Corps.

Assistant-Surgeon William Copley Woodhead resigns his Commission. Dated 29th November, 1873.

[Extract from the Dublin Gazette of Tuesday, November 25, 1873.]

Office of Arms, Dublin Castle,
24th November, 1873.

The Queen has been graciously pleased to give and grant unto the Honourable Gerald Normanby Dillon, and his wife, Lady Louisa Isabella

Georgina Dillon, of Mountshannon, in the county Limerick, daughter and co-heiress of Richard Hobart FitzGibbon, third and last Earl of Clare, her Royal Licence and Authority, bearing date at St. James's, the 8th day of November, 1873, that they, the said Honourable Gerald Normanby Dillon and Lady Louisa Isabella Georgina Dillon, his wife, and their issue, may take and henceforth use the surname of FitzGibbon only, in lieu of that of Dillon, and bear the arms of FitzGibbon quarterly with the arms of Dillon, in consideration of the said Lady Louisa Isabella Georgina Dillon having become heiress of John FitzGibbon, second Earl of Clare, her only brother, Charles Henry Viscount FitzGibbon, having fallen in action at Balaclava on the 25th day of October, 1854:

Provided that Her Majesty's Royal concession and declaration be recorded in the Office of Ulster King of Arms in Ireland; which has been done accordingly.

J. Bernard Burke, Ulster.

THE FAIRS ACT, 1873.

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.

Office of the Railway Commissioners,
West Front Committee Rooms, House of Lords,
November 24, 1873.

GENERAL ORDER made pursuant to the Statute 36 and 37 Victoria, c. 48, s. 29, intituled "An Act to make better provision for carrying into effect the Railway and Canal Traffic Act, 1854, and for other purposes connected therewith."

AFFIDAVITS.

Before whom to be sworn.

Any affidavit used in any proceeding before the Railway Commissioners may be sworn as follows:—

1. In the United Kingdom, before any of the said Commissioners, or their Registrar, or the officer appointed by the Commissioners to administer oaths before them (and in these cases without the payment of any fee), or before a person authorised to administer oaths in any of the Superior Courts of Law or Equity, or before a Commissioner empowered to take or receive affidavits, or before a Justice of the Peace for the county or place where it is sworn or made.

2. In any place in the British dominions out of the United Kingdom, before any Court, Judge, or Justice of the Peace, or any person authorised to administer oaths there in any Court.

3. In any place out of the British Dominions, before a British Minister, Consul, Vice-Consul, or Notary Public, or before a Judge or Magistrate, his signature being authenticated by the official seal of the Court to which such Judge or Magistrate is attached.

Frederick Peel.
H. T. J. Macnamara.
W. P. Price.

November 22, 1873.

Approved,
Selborne, C.

NOTICE TO MARINERS.

(No. 126.)—SOUTH AMERICA—WEST COAST—
GUAYAQUIL RIVER.

Revolving Red Light on Arena Point.

A FRENCH notice announces the exhibition of a light from a lighthouse recently erected on Arena Point, south-west point of Puna Island, Guayaquil River entrance.

The light is a *revolving red light*, visible *sixteen seconds* and obscured *forty-four seconds* in each minute. It is elevated 59 feet above the level of the sea, and in clear weather should be seen from a distance of 12 miles.

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

The tower is square, and is close to the water's edge. Position, as given, lat. $3^{\circ} 1' 52''$ S., long. $80^{\circ} 05' 35''$ W.

By command of their Lordships,
Geo. Henry Richards, Hydrographer,
Hydrographic Office, Admiralty, London,
21st November, 1873.

This Notice affects the following Admiralty Charts:—Payta to Ayangui Point, No. 1813; Guayaquil River, No. 586; and Mexico to Bolivia, No. 2466. Also, South America Pilot, Part II, 6th Edition, page 387.

NOTICE TO MARINERS.

(No. 127.)—MEDITERRANEAN—ADRIATIC.

(1) *Harbour Light at Carlopago.*

THE Austrian Government has given notice, that from the 15th October, 1873, a light would be exhibited at the extremity of the new mole at Carlopago.

The light is a *fixed white light*, elevated 16 feet above the sea, and in clear weather should be seen from a distance of 5 miles. Position, lat. $41^{\circ} 34' 30''$ N., long. $15^{\circ} 4' 30''$ E.

N.B.—During the "Bora" the light cannot be exhibited.

(2) *Fixed Light at Port Rogosnizza.*

Also, that from the same date, a light would be exhibited from a lighthouse recently erected on Mulo Rock, entrance of Port Rogosnizza.

The light is a *fixed white light*, elevated 77 feet above the level of the sea, and in clear weather should be seen from a distance of 13 miles.

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

The tower is attached to the keeper's dwelling, which is painted white.

By command of their Lordships,
Geo. Henry Richards, Hydrographer,
Hydrographic Office, Admiralty, London,
21st November, 1873.

This Notice affects the following Admiralty Charts:—

(1) and (2) Mediterranean General Nos. 2159 and 2718 *b*; Adriatic Sea, No. 1440; Grossa Island to Port Rogosnizza, No. 2774; and Dalmatian Islands, No. 2712.

(1) Cape Promontore to Grossa Isle, No. 2711; also, Adriatic Pilot, page 141.

(2) Port Rogosnizza, No. 1622; also, Adriatic Pilot, page 160.

NOTICE TO MARINERS.

(No. 128.)—SPAIN—NORTH COAST, BISCAY AND
GUIPUSCOA.

Uncertainty in the Exhibition of Lights.

INFORMATION has been received, that the regular exhibition of the lights in the provinces of Biscay and Guipuscoa, the north coast of Spain, is, for the present, not to be depended on, and mariners are accordingly cautioned.

By command of their Lordships,
Geo. Henry Richards, Hydrographer,
Hydrographic Office, Admiralty, London,
22nd November, 1873.

NOTICE TO MARINERS.

(No. 129.)—ENGLAND—EAST COAST—THAMES
RIVER ENTRANCE.

Intended Alteration in Buoy at Shivering Sand.

THE Trinity House, London, has given notice, that in order to facilitate the navigation at the entrance of the Thames, it is intended on or about the 7th December, 1873, to make the following alteration in the buoy marking the Shivering Sand, Ooze Deep.

The present buoy will be changed to a large *bell buoy*, painted in *black and white vertical stripes* and surmounted by a *beacon cage*.

By command of their Lordships,
Geo. Henry Richards, Hydrographer,
Hydrographic Office, Admiralty, London,
22nd November, 1873.

This Notice affects the following Admiralty Charts:—English Channel, No. 2675 *a*; Thames to St. Alb's Head, No. 2902 *a*; Thames Entrance, No. 1610; and North Foreland to the Nore, No. 1607; also, North Sea Pilot, Part III, 2nd Edition, page 242.

We, the Ecclesiastical Commissioners for England, in consideration of a benefaction of seven hundred pounds sterling, which has been paid to us in favour of the vicarage of Saint Margaret, Bentham, in the county of York, and in the diocese of Ripon, and of certain other benefactions, which have been duly secured to the same vicarage, and in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, do hereby grant to the incumbent of the said vicarage of Saint Margaret, Bentham, in the county of York, and in the diocese of Ripon, and to his successors, incumbents thereof, to meet the aforesaid benefactions, one yearly sum

or stipend of twenty-six pounds thirteen shillings and four pence, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year. And we do also, in further consideration of the said benefactions, hereby grant and appropriate out of our said common fund to the said vicarage of Saint Margaret, Bentham, one capital sum of seven hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at

interest after the rate of three pounds per centum per annum, and such interest to be paid to the incumbent for the time being of the said vicarage of Saint Margaret, Bentham: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of twenty-six pounds thirteen shillings and four pence, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof we have hereunto set our common seal, this twentieth 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 Saint Cuthbert, Durham, in the county and diocese of Durham, and to his successors, Incumbents of the same vicarage, all our estate and interest in all those annual tithe commutation rent-charges particularly described in the schedule hereunto annexed: To have and to hold the said annual tithe commutation rent-charges to the use of said Incumbent and his successors for ever.

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

(L.S.)

SCHEDULE.

EXTRACT from the Confirmed Apportionment of the Rent-charge in lieu of Tithes arising in the township of Framwellgate, in the parish of Saint Oswald, in the county of Durham, and being on lands known as the Manor of Harber House.

Landowner.	Occupier.	Number on Plan.	Quantity.			Rent-Charges payable to the Impropiator.		
			A.	R.	P.	£	s.	d.
Thomas Fenwick	George Ridley	1	13	0	11			
			25	1	16			
			2	3	7			
			19	2	19			
			10	0	25			
			9	2	10			
			1	2	9			
			0	2	3			
			3	1	16			
			12	1	28			
			14	0	12			
			0	0	14			
			6	1	11			
			11	2	11			
			8	0	37			
			0	2	13			
			2	2	3			
			1	1	11			
			1	0	8			
			5	3	38			
			0	2	20			
			10	1	38			
			1	1	31			
			1	3	16			
			11	1	12			
			9	0	19			
			13	3	9			
			21	0	2			
			13	0	12			
			0	2	35			
			43	1	37			
			14	3	22			
			291	3	35	£80	0	0

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Saint Andrew and Saint Philip, Upper Westbourne Park, in the county of Middlesex, and in the diocese of London, one yearly sum or stipend of one hundred and twenty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the eighth day of August, in the year one thousand eight hundred and seventy-three, and to be receivable in four equal portions, on the first day of February, the first day of May, the first day of August, and the first day of November in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage of Saint Andrew and Saint Philip, Upper Westbourne Park, shall be paid only upon the production to us on or after each of the said lastly-mentioned days in each and every year of a certificate under the hand of the Bishop of the said diocese of London, that an Assistant Curate, duly licensed by such Bishop, has been employed within the parish of Saint Andrew and Saint Philip, Upper Westbourne Park aforesaid, during the quarter of the year then ended, and is in receipt of a salary after a rate of not less than one hundred and twenty pounds per annum: Provided also, that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said parish and vicarage of Saint Andrew and Saint Philip, Upper Westbourne Park.

In witness whereof, we have hereunto set our common seal, this twentieth 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, sections five and eleven, do hereby grant to the Incumbent of the vicarage of Saint Andrew and Saint Philip, Upper Westbourne Park, in the county of Middlesex, and in the diocese of London, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of seventy-four pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the 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. And we do also hereby grant and appropriate out of our said common fund to the said vicarage of Saint Andrew and Saint Philip, Upper Westbourne Park, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Saint Andrew and Saint Philip, Upper Westbourne Park: Provided always, that if at

No. 24039.

B

any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of seventy-four pounds, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

In witness whereof, we have hereunto set our common seal, this twentieth 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 for the time being of the vicarage of Saint Oswald, Durham, in the county of Durham, and in the diocese of Durham, one yearly sum or stipend of eighty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and seventy-three, and to be receivable in four equal portions, on the first day of February, the first day of May, the first day of August, and the first day of November, in each and every year: Provided always, that the annual sum or stipend so granted by us to the Incumbent of the said vicarage of Saint Oswald, Durham, shall be paid only upon the production to us, on or after each of the said lastly-mentioned days in each and every year, of a certificate under the hand of the Bishop of the said diocese of Durham, that an Assistant Curate, duly licensed by such Bishop, has been employed within the parish of Saint Oswald, Durham aforesaid during the quarter of the year then ended, and is in receipt of a salary after a rate of not less than one hundred and twenty pounds per annum: Provided also, that such yearly sum or stipend shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said vicarage and parish of Saint Oswald, Durham.

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

(L.S.)

Official Notice.

Proposal to Change a Ship's Name.

WE, William Hood Rowan and Ralph Croft, of Liverpool, hereby give notice, that in consequence of our having recently purchased an Italian barque, and our being desirous to sail her under the British flag, and to give her an English name, it is our intention to apply to the Board of Trade, under Section 6 of the Merchant Shipping Act, 1871, in respect of our ship "Pensiero Chiavari," of Genoa, official number unknown, of gross tonnage unknown, of register tonnage 429 tons, heretofore owned by Italians of Genoa, for permission to change her name to "Grand Master," to be registered under the said new name at the Port of Liverpool, as owned by William Hood Rowan and Ralph Croft.

Any objections to the proposed change of name must be sent to the Assistant-Secretary, Marine

Department, Board of Trade, within fifteen days from the appearance of this advertisement.

Dated at Liverpool, this 21st day of November, 1873.

Wm. Hood Rowan,
Ralph Croft,
Ship Builders and Ship Owners.

NOTICE is hereby given, that a separate building, named the Primitive Methodist Chapel, situate at Everton Village, in Everton, in the county of Lancaster, in the district of West Derby, being a building certified according to law as a place of religious worship, was, on the 22nd day of November instant, 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 Richmond Hall, now disused.

Witness my hand this 24th of November, 1873.

W. Cleaver, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Primitive Methodist Chapel, situated at Ackworth, in the county of York, in the district of Hemsworth, being a building certified according to law as a place of religious worship, was, on the 18th 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 22nd of November, 1873.

Jno. Foster, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Wesleyan Reform Chapel, situated at Howard-street, Glossop, in the parish of Glossop, in the county of Derby, in the district of Hayfield, being a building certified according to law as a place of religious worship, was, on the 21st 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 25th of November, 1873.

Henry Barber, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Catholic Apostolic Church, situated at Mill-street, in the parish of Eynsham, in the county of Oxford, in the district of Winton, being a building certified according to law as a place of religious worship, was, on the 25th 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 26th of November, 1873.

N. G. Ravenor, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Dean Chapel, situate at Kirkburton, in the parish of Kirkburton, in the county of York, in the district of Huddersfield, being a building certified according to law as a place of religious worship, was, on the 21st 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 24th of November, 1873.

Jno. Cocking, Superintendent Registrar.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 26th day of November, 1873.

ISSUE DEPARTMENT.

				£					£
Notes issued	...	...	...	35,166,745	Government Debt	...	...	...	11,015,100
					Other Securities	...	...	...	3,984,900
					Gold Coin and Bullion	...	...	...	20,166,745
					Silver Bullion	...	...	...	—
				£35,166,745					£35,166,745

Dated the 27th day of November, 1873.

F. May, Chief Cashier.

BANKING DEPARTMENT.

				£					£
Proprietors' Capital	...	...	...	14,553,000	Government Securities	...	...	...	12,543,489
Rest	...	...	...	3,162,811	Other Securities	...	...	...	18,283,097
Public Deposits (including Ex- chequer, Savings Banks, Com- missioners of National Debt, and Dividend Accounts)	...	...	...	5,181,686	Notes	...	...	...	10,375,596
Other Deposits	...	...	...	18,783,382	Gold and Silver Coin	...	...	...	873,048
Seven Day and other Bills	...	...	...	404,350					
				£42,075,229					£42,075,229

Dated the 27th day of November, 1873.

F. May, Chief Cashier.

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the week ending Saturday, the 15th day of November, 1873.

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 25th day of November, 1873.

Name, Title, and Principal Place of Issue.	Average Amount.
	£
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank ... } Langport	320,728

W. H. COUSINS, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 27, 1873.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 26th 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.
Germany... ..	9,485	125	9,560	...	...	...
Belgium	7,780	...	7,780	41,937	11,300	53,237
France	10,799	...	10,799	57,485	...	57,485
Egypt	118,000	...	118,000	...	2,400	2,400
British India	2,428	1,885	3,813	...	...	...
China ... ..	...	...	...	...	875,000	875,000
United States of America ... ..	...	15	15	147,539	298,100	445,639
Chili ... ..	...	...	...	676	179,440	180,116
Other Countries	2,034	...	2,034	10,996	3,745	14,741
...
Aggregate of the Importations } registered in the Week ... }	150,476	1,525	152,001	258,633	1,369,985	1,628,618
Declared Value of the said } Importations }	£ 601,789	£ 6,100	£ 607,889	£ 64,828	£ 342,512	£ 407,340

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.	
France ... ..	...	...	...	...	35,600	421,200	456,800
Egypt	159	...	...	159	...	290,952	290,952
South Australia ... ..	...	...	...	27,200	...	...	27,200
Canada	1,696	...	...	1,696	...	...	...
Other Countries	411	...	...	411	688	4,293	4,981
...	
...	
...	
...	
...	
...	
Aggregate of the Exportations } registered in the Week ... }	2,266	...	...	2,266	27,888	39,893	712,152
Declared Value of the said } Exportations }	£ 8,838	£ ...	£ ...	£ 8,838	£ 7,000	£ 9,975	£ 178,038	

Statistical Department, Custom House, London, November 27, 1873.

S. SELDON, Principal.

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

*Spring Gardens, London,
November 22, 1873.*

CAPE TOWN, CAPE OF GOOD HOPE.

*Master's Office (late Orphan Chamber),
October, 1873.*

Unknown and Foreign Heirs.

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

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

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

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

	£	s.	d.
Mary Reynolds, 2, Paradise-row, Lambeth	72	8	6
George Alexander Walker	7	5	2
Anna Steyn, widow of Gerhardus Scheepers	45	8	2
William Jan Kolver	58	2	0
The three absent Heirs of the late Martha Maria Visser, wife of Jacob van Wyk	34	9	1
The absent Heirs of the late Hercules Jacobus Visser	34	9	1
Thomas Phillips	24	17	11
Winefred Ford, married to Jeremiah Costello	13	14	11
John Hartley Sowerby	41	3	7
William Dunn	6	9	10
Barbara Christina Hanekom, wife of William Meintjes van den Berg	121	8	11
Jose Baptiste, alias Baptista, son of Joao Pinto, native of Oporto	5	13	9
Joseph Pedley	22	8	10
Willem Carlsdorff	8	17	1
Peter Roberts	8	15	11
Susannah Cronfee, widow of Lodewyk de Jager	16	8	0
Hendrik Christoffel van der Vyver	115	18	9
Sophia Bebbler	30	17	4
Cornelus Con Coughlan	214	12	9
John Julian	20	10	10
Johan Philip Barchfeld	17	0	6
James Baker	10	17	6
Christoph Lenage	212	16	4
William Blanks	5	11	9
James Baker	7	19	10
Willem (alias William), liberated African	5	0	0
Nicolaas Malmquist	29	0	0
William Walsh	78	12	7
Henry Rowe	46	14	2
Michael Finnegan	100	17	1
Johannes Jacobus Mans	34	19	6
Antonio Morera	9	10	9
Joachim Hendrik Maartens	19	5	2
The Heirs - at - Law of Margaret O'Flinn, born O'Connor	211	15	7
Unknown Heirs of Henry Buckton	465	10	11
Adonis	15	3	2
Thomas Keteringham	34	17	7
Francis Dawson	56	1	10
Andries, Zara, and Sabiena	26	8	3
August (a Mantatee)	16	14	6
George Whitaker	16	0	10
Michael Morris	20	8	3
The four absent Daughters of the late James Griffiths	18	14	7
Luke Sangar	5	0	0
James Garrett	18	14	3
William Christie	31	18	1
Jan Willem Lutgens	189	11	5
Henry Haylett	20	2	7
William Newman	13	0	0
Josia Marianna	203	19	2
Simon, of Malmesbury, a labourer	20	9	0
Petrus Wilhelmus Brits	17	14	10
Thomas Wells	502	8	4
B. Leuring	19	18	0
George Paddock	51	3	7
Johan Adriaan Roscher	15	15	2
George Good	15	8	7
James, alias Jim James	12	9	10
The eight absent Children of the late Johannes Petrus Heymans	8	8	5
Thomas Cook	8	10	8
Anna Francina Viljoen, married to Bart Van Aswegen	6	18	4

	£	s.	d.		£	s.	d.
Jacomina Elizabeth Adriana Viljoen, married to Albert Liebenberg	6	18	5	Wallis	54	19	2
Charles Cumbers	33	0	0	Martha Salomina Dorothea Schoeman, married to Johannes Fredrik Schutte	5	11	10
Nehemiah Facer	22	1	3	Johanna Elizabeth Schoeman, married to Petrus Johs. van der Westhuysen	5	11	10
William Williamson	16	13	7	Marthina Johanna Schoeman, married to Marthinus J. Schoeman	5	11	10
C. P. M. Henry	8	12	10	Sarah Maria Schoeman, married to Johannes Otto	5	11	10
John Samuel Parlbly	991	12	9	Marthinus Johannes Schoeman ...	5	11	11
Africander	5	15	0	The unknown Heirs of David McDonald	14	0	0
Heirs of the late Carel Fredrik Hendrik Altensteedt and Alida Maria Altensteedt	15	13	0	The unknown Heirs of Jacobus Gerrit Hendrik Stander	6	4	4
Hannah McDonald, widow of the late Alex. McDonald	60	0	0	The unknown Heirs of William Taylor	32	10	8
Relations of Frances Cornish (widow of C. Mutory), and of James Batten	604	0	3	The unknown Heirs of Charles Allen	11	19	4
Ruiter	14	19	3	The unknown Heirs of George Everitt	10	1	4
Harry Williams	14	5	10	The unknown Heirs of Mary Miller	22	8	10
Andrew Williamson	5	19	0	The unknown and foreign Heirs of Joseph Lightfoot	7	13	8
Mary Kew	5	6	0	The unknown and foreign Heirs of Edward Horneman	5	0	0
Elizabeth Kew	5	6	0	The unknown and foreign Heirs of Alexander McIntyre	9	6	11
George Kelley	11	4	0	The unknown and foreign Heirs of Jane Athorn (born Wilson) ...	197	14	10
William Knowles	216	0	0	Hilletje Myburgh	12	9	7
Edwin Webb Norton	8	13	4	Maria Magdalena van der Westhuyzen	12	9	7
William Anderson	110	14	0	C. Exton (born Aston)	17	10	9
William Holmes	10	10	0	The unknown Heirs of Mietje Prins	32	5	0
Mjweli (a Mantatee)	62	16	0	The unknown Heirs of John Vaughan	9	16	8
Mina Clarke	29	15	3	The three children of Theunes and Johanna Kruger	55	2	1
The unknown Heirs of Robert Waters	242	15	4	The unknown Heirs of Jan (a Kafir)	15	13	0
The unknown Heirs of James Scobie	32	15	3	The absent Heirs of Andrew Hosie	13	3	0
The unknown Heirs of John, alias Jan Baker	84	4	4	The unknown Heirs of Gert (a Hottentot)	7	6	10
The unknown Heirs of William Moore	582	2	9	Hester Susanna Margaretha Coetzee	10	11	5
The unknown Heirs of John Lee...	42	10	0	The unknown Heirs of William Matthew Schimmens	99	5	1
The unknown Heirs of Murray ...	5	18	10	Susanna Christina Rossouw, married to J. Klaasen	56	12	10
The unknown Heirs of Cornelus Vetman	10	1	0	The Children of Elizabeth Hurter, married to Jan A. Dafel	11	6	0
The unknown Heirs of James Dunne	8	9	0	The Children of John Collison ...	223	18	2
The unknown Heirs of Ernst Fredrick Schlacke	43	15	1	The unknown Heirs of James Bryant	5	17	6
Glaudina Catherina van der Hever	18	2	8	Thomas Jan Brengeman	70	18	2
The unknown Heirs of Catharina Johanna Elz. Groen	12	3	9	The unknown Heirs of Adam Rumboldt	20	13	8
The unknown Heirs of Pompey ...	31	0	0	Petronella Jacoba Vorster	6	13	0
The unknown Heirs of Anna Maria Minne, deceased Spouse of D. J. Blom	6	4	6	The unknown Heirs of Daniel McLoughlin	7	13	9
The unknown Heirs of Pieter Erasmus... ..	5	11	1	Gerhard J. Keyser	125	13	8
Henry Howard	10	11	3	The unknown Heirs of Alexander McDonald	20	5	8
The unknown heirs of Lazaar ...	17	6	11	The unknown Heirs of Jacobus Russouw... ..	180	9	0
The unknown heirs of Philip Jacobus Manuts	7	15	9	The unknown Heirs of Charles O'Hara, Private, Border Police	10	12	3
The unknown Heirs of Gert Jacobus Koekemoer	36	4	6	The unknown Heirs of Fredrik Bingley, Private, Border Police	6	1	0
The unknown Heirs of Job Johannes Bantam	41	2	8	The unknown Heirs of William Parker	80	3	9
Philip Uithaolder	23	15	8	The unknown and foreign Heirs of Robert Veriall	90	15	1
The unknown and foreign Heirs of George Ludwig Engelhard Krebs	8	8	7	The absent Son of Joseph Johannes Hartman	27	18	0
The Representatives of Jacobus Christoffel Steenkamp, J. H. son	52	2	0				
Christoffel Johannes de Wet ...	20	16	10				
Maria Petronella de Wet	20	16	9				
..... de Wet	20	16	9				
The unknown and foreign Heirs of John Swan McLean	111	7	11				
The unknown heirs of Danster ...	109	11	10				
The unknown and absent Heirs of John Drowney	14	18	3				
Anne Stone, married to W. Romey	25	4	10				
The unknown heirs of Francis							

	£	s.	d.		£	s.	d.
The unknown Heirs of John Henry Goldschmidt	15	13	11	The unknown Heirs of Robert Blair	33	2	0
David Hof de Jager	5	2	3	The unknown Heirs of John Moore William Moffat	22	7	6
The unknown Heirs of Elizabeth Aletta Jacoba van Zyl	22	15	9	The unknown Heirs of Robert Taylor	15	1	4
Johannes David Daniel de Villiers	10	13	8	The unknown Heirs of Andries Johannes Ludik	30	15	4
The unknown Heirs of George Gibbins	153	6	0	The unknown Heirs of Andrew Haxton	126	11	2
The unknown Heirs of Henry Shaver	22	15	10	The unknown Heirs of William H. Wathen	34	11	9
The unknown and foreign Heirs of Bridget Kanane... ..	23	7	2	The unknown Heirs of Charles Brown	119	5	8
Catharina Johanna Stofberg (wife of Gert Theron)	14	7	10	Sophia Schonken	23	3	6
The unknown Heirs of John Smith, Private, Mounted Police	21	6	8	Susanna Jacoba Margaretha le Roux, married to Daniel Grouwer	5	9	11
The unknown and foreign Heirs of Thomas Callaghan	114	3	5	Maria Geertruida Louisa le Roux, married to Tobias de Waal ...	8	11	8
Hendrina Oostwaldina Laubscher, married to David Griffith ...	43	7	6	The unknown Heirs of Thomas Ryan	8	11	8
The unknown and foreign Heirs of John Ramsey	2	4	3	The unknown Heirs of Dennes McCarthy	90	11	3
The unknown Heirs of Pieter Davids	20	2	1	Fredrik Gerhardus le Roux ...	45	12	3
The unknown Heirs of Henry Kell or Kerl	29	8	10	Catharina le Roux, married to Frans Joubert	6	11	10
The absent Heirs of Philimon and pre-deceased wife, Roset ...	7	8	0	The unknown Heirs of Fredrik Kleyn	6	11	10
Anna Sophia Buys, married to Theunis G. Kruger	8	3	1	The unknown Heirs of Adonis, a Mantatee	30	16	10
Jacob Jacobus Olivier	9	1	4	The unknown Heirs of James Robertson, late Private of No. 7 Troop of F. A. M. Police ...	76	12	2
Johannes Jacobus Vorster	5	8	9	The unknown Heirs of John Jones	25	6	1
Louisa Maria Pretorious, wife of Willem van Heerden	5	8	9	The unknown and foreign Heirs of Sophia Alida Truter, married to W. S. van Ryneveld	8	6	10
Frans Petrus Stapelberg	13	12	0	Elizabeth Dorothea Nel, married to Adriaan Johannes de Lange ...	11	13	2
The unknown Heirs of J. B. Pansegrouw	14	13	11	The unknown and foreign Heirs and descendants of the late Widow Hess	92	16	0
Michiel Andries Aucamp	12	1	9	The absent Heirs of David Graaft	44	13	1
Bernardus Gerhardus Venter ...	12	1	9	The unknown and foreign Heirs of W. J. Bower	14	0	6
Engela van Niekerk, wife of G. Olivier	14	15	3	The unknown Heirs of Pieter Hendrik van Rooyen	174	3	8
The unknown Heirs of Johannes Zacharias Elof	11	16	4	Gesina Potgieter, born Engelbrecht, daughter of the late Jan Hendrik Engelbrecht	165	8	6
Cornelia Sophia Elof	29	10	6	The representatives of the late Cornelis Johannes Engelbrecht, son of Johannes Cornelis Engelbrecht, and pre-deceased wife, Aletta Cecilia van den Bosch ...	122	5	10
Lourens van Niekerk	7	15	4	Marthinus, alias Marthinus Franck	110	1	2
Susanna G. Olivier, wife of Lode-wyk Olivier	6	16	0	Mrs. Selby, born Hurlingh	50	0	0
Wilhelmina Magdalena Roos ...	6	16	0	The unknown Heirs of Sam, a Fingo	26	0	0
Gert Lucas Roos	6	15	11	Magdalena Anna Maria Rauch, married to H. Murray	44	1	9
Johannes Lodewyk Olivier	15	10	10	Floris McCarthy	50	0	0
Simon Papenfus	7	10	6	Dennis McCarthy	50	0	0
The unknown Heirs of Alexander Milne	8	7	8	<i>Since Last Return.</i>			
Elizabeth Gowar	9	5	7	Susanna Laseya Venter, born Aucamp... ..	9	11	0
The Legal Representatives of William S. White	22	12	4	The unknown Heirs of Jan Hoffman	6	10	0
Michael Burke, married to the late Martha M. Barkhuys	6	10	9	Sarah Johanna Lourens, married to Johannes Jochemus Taljaard ...	49	15	8
Claimants under the Will of George Rand	420	4	5	Dina Maria Lourens, married to Petrus Johannes Taljaard	49	15	8
The unknown Heirs of John Blake	22	0	0	Maria Magdalena Botha, married to Christian Gunter	44	3	4
Isabella Maria Breitenbach, married to Wienend Muller	7	4	6	Adriaan Gerhardus Munnik	56	8	2
The unknown Heirs of Johannes Fredrik Rauch	7	11	0	The unknown Heirs of Hans (a Koranna)	7	6	8
The absent Children of Susannah Maria and P. Nel	50	0	0				
The unknown Heirs of Hendrik, a Hottentot	7	14	10				
The unknown Heirs of Henry Neslin	26	14	8				
The unknown Heirs of James Davin	14	11	9				
The unknown and foreign Heirs of Mutter	13	3	9				
The unknown and absent Heirs of William Armstrong	7	11	5				

	£	s.	d.
Wilhelmina Barendina Cerfontein, married to James Miller ...	285	18	5
The Foreign Legatees of John Guillaume Taylor ...	10	0	0
Lourens Erasmus Botha ...	16	15	4
The Children of Isabella Elizabeth Botha, deceased Wife of Willem Jacobus Prinsloo ...	16	15	4
The Children of Anna Susanna Magdalena Botha, deceased Wife of Lourens R. Bester ...	16	15	4
Theunis Louis Botha ...	16	15	4
The Children of Elizabeth Johanna Christina Botha, deceased Wife of Petrus J. Prinsloo ...	16	15	3
The unknown Heirs of Alexander Davie ...	32	3	6
Filda Human ...	7	7	6
Kaatje Arends ...	7	7	6
Elizabeth Arends ...	7	7	6

J. Stewart, Master of the Supreme Court.
Master's Office, October 2, 1873.

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.

Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for 3757. Inventions.

NOTICE is hereby given, that the petition of Christopher Miner Spencer, of Hartford, Connecticut, United States of America, praying for letters patent for the invention of "an improved machine for making screws," was deposited and recorded in the Office of the Commissioners on the 19th 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 3762. Inventions.

NOTICE is hereby given, that the petition of Hazen Prescott Huntoon, of the State of Massachusetts, of the United States of America,

praying for letters patent for the invention of "certain new and useful improvements on pipe tongs,"—a communication to him from one James Richardson Brown, a person resident in the county of Middlesex, of the State of Massachusetts, of the United States of America, was deposited and recorded in the Office of the Commissioners on the 19th 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 3790. Inventions.

NOTICE is hereby given, that the petition of Charles Wallace Hunt, of West New Brighton, county of Richmond, State of New York, United States of America, praying for letters patent for the invention of "the construction, arrangement, and mode of operating, rail or tram-ways, and the cars or waggons used thereon, and the machinery or apparatus for moving, unloading, and operating such cars or waggons in coal yards, docks, or places where the transfer of minerals or other substances over short distances is required," was deposited and recorded in the Office of the Commissioners on the 21st 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 3820. Inventions.

NOTICE is hereby given, that the petition of John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, praying for letters patent for the invention of "improvements in pneumatic actions for organs,"—a communication to him from abroad by Thomas Winans, of Baltimore, Maryland, United States of America,—was deposited and recorded in the Office of the Commissioners on the 22nd 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 3822. Inventions.

NOTICE is hereby given, that the petition of John Greaves Hawkins, of the Gas Works, Sheffield, in the West Riding of Yorkshire, Gas Engineer, praying for letters patent for the invention of "improvements in apparatus used in the manufacture of gas," was deposited and recorded in the Office of the Commissioners on the 22nd 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 3847. Inventions.

NOTICE is hereby given, that the petition of John Antone Peer, Erick Lundquist, and John Rutherford, all of San Francisco, California, in the United States of America, praying for letters patent for the invention of "improvements in concentrators, the same being applicable for separating substances of different specific gravities,"—was deposited and recorded in the Office of the Commissioners on the 25th 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—

2910. To Marino Tardioli, of Piticchio, Commune of Arcevia, Province of Ancona, in the Kingdom of Italy, Agricultural Implement Maker, for the invention of "an improved sewing machine."

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

3128. To George Dobson, of New Cumnock, Spinner, and John McKnight, of Kilmaurs, Coal Master, both in the county of Ayr, North Britain, for the invention of "a new or improved cropping machine for cropping Kilmarnock and other knitted bonnets."

On their petition, recorded in the Office of the Commissioners on the 25th day of September, 1873.

3381. To Thaddeus Hyatt, of Gloucester-gardens, Hyde Park, in the county of Middlesex, for the invention of "improvements in architectural and engineering constructions."

On his petition, recorded in the Office of the Commissioners on the 18th day of October, 1873.

3425. To George Pomeroy Dodge, of 79, Upper Thames-street, London, India Rubber Manufacturer, for the invention of "improvements in the manufacture of india rubber hose."

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

3502. To Robert Owen, of Bowden, in the county of Chester, for the invention of "an improved method of obtaining a black pigment for paint by the utilization of a chemical by-product or refuse, and for the machinery or apparatus connected therewith."

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

3586. To John Coope Haddan, of the firm of Herbert and Company, Patent Agents, of 67, Strand, in the city of Westminster, for the invention of "improvements in apparatus for releasing or disengaging ships' boats from their slings or attachments."—A communication to him from abroad by Oscar Holtermann, Marine Lieutenant, of Cherbourg, France.

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

3630. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in metallic cartridges."—A communication to him from abroad by Marc Marius Emile Gauthey, of Paris, in the Republic of France.

3631. And to Thomas Francis Lynch, of Aldersgate-street, in the city of London, for the invention of "improvements in means for facilitating the folding of papers to contain powders and other matters."

On both their petitions, recorded in the Office of the Commissioners on the 7th day of November, 1873.

3664. To Joseph Mitchell, of Broadstairs, in the county of Kent, Architect, for the invention of "a new or improved substitute for coal, and in the method of preparing the same."

3670. And to George Sanford Lee, of Worcester, Massachusetts, United States of America, now of No. 8, Southampton-buildings, London, for the invention of "improved apparatus to be used in playing a new game with balls and mallets."

On both their petitions, recorded in the Office of the Commissioners on the 11th day of November, 1873.

3689. To Henry Fear and Peter Wilson, both of Birmingham, in the county of Warwick, for the invention of "improvements in safes."

3691. To Thomas Parkes, of Brettle-lane, in the county of Worcester, and Samuel Parkes, of Willenhall, in the county of Stafford, for the invention of "improvements in the construction and manufacture of forks."

3692. To Adolph Hess, Ph.D., of Dunster House, Mincing-lane, in the city of London, Manufacturing Chemist, for the invention of "improvements in apparatus for extracting oil and fatty matters from animal and vegetable substances, and for recovering the solvent used therein."

3693. To George Sinclair, of Leith, in the county of Mid Lothian, North Britain, for the invention of "improvements in steam generators, and in apparatus for heating water and economising fuel."

3694. To Hugh Crawford and James Crawford, both of Barr-mill, Beith, in the county of Ayr, North Britain, Manufacturers, for the invention of "improvements in the modes and means of and machinery for finishing thread and yarn."

3695. To Mowbray Walker, of 12, Great College-street, in the city of Westminster, Agent, for the invention of "improvements in the construction of double ships, boats, canoes, and such like floating structures for the more convenient carriage of persons."—A communication to him from abroad by Joseph Burnet, of Candy, in the Island of Ceylon.

3697. To Martin Benson, of No. 9, Southampton-buildings, London, for the invention of "improvements in the method of manufacturing gases for illuminating and heating purposes, and in the apparatus employed therefore."—A communication to him from abroad by George W. Morris, John S. Robinson, and George N. Mackenzie, all of the city of Baltimore, in the State of Maryland, United States of North America.

3698. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in the manufacture of spoons, forks, and other like articles."—A communication to him from abroad by Jacques Mazon, of Paris, in the Republic of France.

3699. And to Stephen Holman, of 10, Laurence Pountney-lane, in the city of London, Engineer, for the invention of "improvements in direct acting steam pumps and pumping engines, and in condensers and governors therefor, parts of which improvements are applicable to other steam engines."

On their several petitions, recorded in the Office of the Commissioners on the 13th day of November, 1873.

3701. To Alfred Petremant, of Manchester, in the county of Lancaster, for the invention of "an improved ladies' dress-improver."—A communication to him from abroad by Madame Le Cerf, of Paris, in the Republic of France.

3702. To Alexander Browne, of the firm of Browne and Company, Patent Agents, of 5, Southampton-buildings, Holborn in the county of Middlesex, for the invention of "an improved method of joining the ends of leather straps or bands."—A communication to him from abroad by Wilhelm Künzli, of Høngg, near Zurich, Switzerland.
3703. To George Edwin Mewis, of Birmingham, in the county of Warwick, Rope and Twine Manufacturer, for the invention of "improvements in fastenings for connecting sash cords to window sashes, which improvements are also applicable to the connecting of cords for other purposes."
3705. To Bernard Cooke, of Brown's Town, Thurles, in the county of Tipperary, Ireland, for the invention of "improvements in apparatus for counting."
3706. To George Weston, of Flat-street, Sheffield, in the county of York, Machinist, for the invention of "an improved grate or furnace bar applicable to the fires of steam engines, furnaces, brewing pans, and other similar purposes."
3707. To William Davies, of Birmingham, in the county of Warwick, for the invention of "improvements in hinges."
3708. To William Fothergil Batho and Percy David Hedderwick, of Westminster, for the invention of "improved apparatus for excavating under water, and for raising and lowering materials in or out of water."
3709. To Joseph Revell, of Dukinfield, in the county of Chester, Contractor, for the invention of "improvements in foot steps and bearings of spindles, hobbin wheels, or braids working in connection therewith, saddles of rollers, and in apparatus and vessels for lubricating the same, parts of such apparatus and vessels being applicable to lubricating rollers, shafts, slides, or other bearings."
3710. To James Smith, of 467, Oxford-street, and 5, Hemmings-row, St. Martin's-lane, London, Umbrella Manufacturer, for the invention of "improvements in umbrellas and parasols, and in fastenings therefor."
3711. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in printing machines."—A communication to him from abroad by La Société Létang and Brissard, of Paris, in the Republic of France.
3712. And to John Garrett Tongue, of the firm of Tongue and Birkbeck, Patent Agents and Engineers, of 34, Southampton-buildings, Chancery-lane, in the county of Middlesex, for the invention of "improvements in water or other fluid meters."—A communication to him from abroad by Edward Buss, Engineer, of Magdebourg, Empire of Germany.
- On their several petitions, recorded in the Office of the Commissioners on the 14th day of November, 1873.
3713. To John Walker, of James-street, Saint Luke's, in the county of Middlesex, and Adolphe Ernest Ragon, of Upper Westbourne-terrace, Paddington, in the said county, for the invention of "improvements in the form and construction of rails for railways and tramways, and in fastening the same to sleepers or bearers."
3714. To Louis Hornblower, of Liverpool, in the county of Lancaster, Architect, for the invention of "improvements in the construction of fire proof buildings."
3715. To Thomas John Barnard, of 4, Abbey Mount Tavistock, in the county of Devon, Mine Proprietor, for the invention of "improvements in the concentration and treatment of low class and unmerchantable ores and minerals."
3716. To Jacob Geoghegan Willans, of No. 9, St. Stephen's-crescent, Bayswater, in the county of Middlesex, for the invention of "improvements in the manufacture of iron and steel and articles therefrom."
3717. To Bristow Hunt, of Serle-street, Lincoln's-inn, in the county of Middlesex, Gentleman, for the invention of "improved processes for the extraction of iodine."—A communication to him from abroad by Alvaro Francisco Carlos Reynoso, of Paris, France, Chemist.
3718. To Isaac Gray Bass, of Sheffield, in the county of York, Engineer, for the invention of "improved machinery for preparing peat as fuel."
3719. To John Ashworth, of Astley-bridge, near Bolton, in the county of Lancaster, Cotton Spinner, for the invention of "certain improvements in steam engines."
3720. To James Rathbone, of Bass-street, Newzealand, Derby, for the invention of "the safe coupling and uncoupling of railway carriages and waggons."
3721. To Samuel Shaw Lewis, of the city and State of New York, United States of America, now of No. 8, Southampton-buildings, London, for the invention of "an improved process and apparatus for hardening, tempering, and annealing steel and other metals."
3722. To Thomas Kossuth Scruton, of Birmingham, in the county of Warwick, Tailor and Outfitter, for the invention of "improvements in travelling hat boxes."
3723. To William Holyoake and Charles Brown, both of Birmingham, in the county of Warwick, Manufacturers, for the invention of "improvements in clippers for clipping horses and other animals."
3725. And to Thomas Barnby, of Birmingham, in the county of Warwick, Commercial Traveller, for the invention of "an improvement in head or hair pins."
- On their several petitions, recorded in the Office of the Commissioners on the 15th day of November, 1873.
3728. To Arnold Goodwin, of Great Guildford-street, Southwark, in the county of Surrey, Engineer, for the invention of "improvements in the construction and method of laying down of tramways or railways for roads, and for repairing existing tramways."
3730. To William Edward Wiley, of Birmingham, in the county of Warwick, for the invention of "improvements in fastenings for shirt studs, sleeve links, solitaires, and other articles of jewellery and dress, which improvements are also applicable to pencil cases and lead boxes."
3732. And to George Rydill, of 8, Quality-court, Chancery-lane, in the county of Middlesex, for the invention of "improvements in steam boilers, boiler furnaces, furnace grate area, self-feeding apparatus, improved ash box and arrangements in working the same, applicable for locomotives, marine, and land boilers, also other furnaces, and for other purposes."
- On their several petitions, recorded in the Office of the Commissioners on the 17th day of November, 1873.

3734. To Lawrence Graham, of Blackburn, in the county of Lancaster, for the invention of "improvements in apparatus for economising fuel."
3736. To William Darlow and Henry Fairfax, both of 435, Strand, in the county of Middlesex, for the invention of "improvements in magneto appliances, and in magneto-electric apparatus for curative and other purposes."
3738. To Horton Harrild, of Fleet Works, Faringdon-street, in the city of London, Printing Machine Manufacturer, for the invention of "improvements in printing machines."—A communication to him from abroad by George P. Gordon, of Woodbridge, New Jersey, in the United States of America.
3740. To Frederick Ripley, of Bradford, in the county of York, Spinner and Manufacturer, for the invention of "improvements in machinery for spinning and doubling fibres."
3742. To Henry Young Darracott Sectt, of Ealing, in the county of Middlesex, Major-General, C.B., for the invention of "improvements in the purification of sewage water."
3744. To John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, for the invention of "improvements in the manufacture of iron and steel, and in apparatus connected therewith, which apparatus is applicable to the conducting of other metallurgical processes."—A communication to him from abroad by Haydn Mozart Baker, of Williamsburgh, county of Kings, State of New York, United States of America.
3746. And to Charles Frederick Parsons, of 24, Bermondsey-wall, and 30 and 31, East-lane, Bermondsey, in the county of Surrey, Paper and Wood Box Manufacturer, for the invention of "improvements in apparatus for forming and shaping metallic ends and covers for boxes and cases."
- On their several petitions, recorded in the Office of the Commissioners on the 18th day of November, 1873.
3748. To Francis William Webb, of Crewe, in the county of Chester, Mechanical Engineer, for the invention of "improvements in locomotive engines."
3749. To James Hampton Petty, of 12, William-street, Albany-street, in the county of Middlesex, Horse Collar Maker, for the invention of "improvements in nose-bags for horses."
3750. To Bashley Britten, of Red Hill, in the county of Surry, Gentleman, for the invention of "improvements in the manufacture of glass or vitreous material."
3752. To Joseph Holding and William Henry Nicholson, both of Manchester, in the county of Lancaster, for the invention of "improvements in whips employed in the driving or urging of horses."
3753. To Charles Isidore Toussaint, of the Rue du Faubourg, St. Denis, Paris, in the Republic of France, Industrial, for the invention of "improvements in the manufacture of composite straps or driving bands and other articles, and in the construction and adaptation of machinery to be employed in connection therewith."
3754. To Edwin Pettitt, of Birmingham, in the county of Warwick, Civil Engineer, for the invention of "improvements in smelting or reducing furnaces, and in the manufacture of iron."
3755. To Joseph Lafayette Harley, of the city of Washington, and District of Columbia, in the United States of America, Mechanical Engineer, for the invention of "improvements in furnaces and apparatus connected therewith."
3756. To William Middleditch Scott, of the firm of W. and C. Scott and Son, of Birmingham, in the county of Warwick, Gun Manufacturers, for the invention of "improvements in breech loading small arms."
3758. To John Richard Maples, of Sunny Bank, Churchfield, Acton, in the county of Middlesex, for the invention of "improvements in tramway cars."
3759. To Gideon Wesley Cottingham, of the town of Saint Mary's, in the county of Refugio, in the State of Texas, one of the United States of America, Minister, for the invention of "improvements in machines for ironing clothes."
3760. To James Harrison, of 52, Mornington-road, in the county of Middlesex, for an invention of "improvements in the preservation of food, and in the construction and refrigeration of enclosed chambers to be used for this and other purposes."
3761. To John Hyde, Engineer, Joseph Hyde, Engineer, and Osborne Charles Vyse Aldis, Gentleman, all of Seend, near Melksham, in the county of Wilts, for an invention of "an improved apparatus or electric alarm lamp for mining purposes."
3763. 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 treating fibrous matter with preservative agents, and in apparatus to be used therein, and in the preparation of materials therefor."—A communication to him from abroad by Thomas Sim, of the city, county, and State of New York, United States of America, Doctor of Medicine.
3764. To William Smith, of the Sun Foundry, Heywood, in the county of Lancaster, Machine Maker, for the invention of "certain improvements in looms for weaving."
3765. And to Charles Warren, Captain Royal Engineers, of Shoeburyness, in the county of Essex, for the invention of "improvements in fire grates or stoves."
- On their several petitions, recorded in the Office of the Commissioners on the 19th day of November, 1873.
3767. To Alfred Smith, of Manchester, in the county of Lancaster, for the invention of "improvements in the treatment of wool, hair, feathers, and other similar animal matters, in order to obtain size and other useful products therefrom."—Partly a communication to him from abroad by David Melville, of Christiania, in the Kingdom of Norway, and is partly his own invention.
3769. To William Alexander Lyttle, of The Grove, Hammersmith, in the county of Middlesex, Engineer, for the invention of "improvements in the preparation and use of wood for the construction of pavement."
3771. To Edward Primerose Howard Vaughan, F.C.S., of 54, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "an improved preparation for the prevention or disintegration of solid deposits or incrustations in steam boilers."—A communication to him from abroad by Isaac Bernhard, residing at Paris, in the Republic of France.
3777. To Edward Charles Théodore Blake, of Brixton, in the county of Surrey, for the invention of "improvements in treating, steeping, and bleaching jute, and like vegetable fibrous materials."

3779. To James Walmsley, of Preston, in the county of Lancaster, Mechanic, for the invention of "an improved self-stopping motion for warping or beaming machines."

3783. To the Reverend Granville Hamilton Forbes, of Broughton Rectory, in the county of Northampton, for the invention of "improvements in compounds designed for the manufacture of cements or artificial stone, capable also for being used as an artificial fuel."

3785. To John Thomas Gibson, of Clapham Junction, in the county of Surrey, Joiner, for the invention of "improvements in earth closets or commodes."

3789. And to Joseph Fletcher, of Ardwick, near Manchester, in the county of Lancaster, Cutler, for the invention of "improvements in the construction of spring mattresses, also applicable to producing elasticity for other purposes."

On their several petitions, recorded in the Office of the Commissioners on the 20th 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 22nd day of November, 1873.

2994. Thomas Williamson, of Stalybridge, in the county of Lancaster, Brass Founder, for an invention of "improvements in indicators for steam engines."—Dated 16th November, 1870.

2999. John Henry Spencer, of 23, John-street North, Marylebone-road, Middlesex, and of No. 9, Tranquile-terrace, Chancellor's-road, Fulham-road, Hammersmith, Middlesex, Builder, for an invention of "an improved apparatus for a deodoriser for water-closets."—Dated 16th November, 1870.

3003. John Holmes Bass, of No. 6, Featherstone-street, in the city of London, for an invention of "improvements in vessels for making coffee, tea, and other infusions."—Dated 16th November, 1870.

3005. George Haseltine, of the "International Patent Office," Southampton-buildings, London, for an invention of "an improved process of electro-plating iron and steel with gold or silver."—Communicated to him from abroad by Alexander Lawe, of Kingston, Ontario, in the Dominion of Canada, Gentleman.—Dated 16th November, 1870.

3009. Jonathan Pickering, of Stockton-on-Tees, in the county of Durham, Engineer, for an invention of "improvements in apparatus for raising and lowering weights and for reducing speed."—Dated 17th November, 1870.

3010. Matthew Dodds, of Redburn Iron Works, in the county of Durham, Edge Tool Manufacturer, for an invention of "improvements in cork cutting knives or apparatus, applicable also to cutting other substances than cork."—Dated 17th November, 1870.

3011. William Taylor, of Great Driffild, in the county of York, for an invention of "improvements in sewing machines."—Dated 17th November, 1870.

3015. Edmund Alfred Pontifex and John Barton, both of Shoe-lane, in the county of Middlesex, for an invention of "improvements in centrifugal machines."—Dated 17th November, 1870.

3016. George Haseltine, of the "International Patent Office," Southampton-buildings, London, for an invention of "improvements in safes or receptacles designed to serve as coal boxes, as show cases for shops, and for other like purposes."—Communicated to him from abroad by Benjamin Richard Deacon, of Montreal, in the Dominion of Canada, Painter.—Dated 17th November, 1870.

3018. George Haseltine, of the "International Patent Office," Southampton-buildings, London, for an invention of "improvements in the manufacture of steel horse-shoe nails, and in machinery employed therefor."—Communicated to him from abroad by Henry Mulholland, of Montreal, in the Dominion of Canada, Merchant.—Dated 17th November, 1870.

3019. George Coburn Wilson, of Birmingham, in the county of Warwick, for an invention of "improvements in metallic cartridge cases."—Communicated to him from abroad by General Hiram Berdan, of the city of New York, in the United States of America, but now resident at Saint Petersburg, in the Empire of Russia.—Dated 18th November, 1870.

3020. John Galletly and William MacIvor, both of Addiewell, in the county of Mid-Lothian, North Britain, Chemists, for an invention of "improvements in treating hydrocarbons and other oils, and in the machinery or apparatus employed therefor."—Dated 18th November, 1870.

3021. Julius Frölich, of No. 10, Hounsfield-road, Glossop-road, Sheffield, in the county of York, for an invention of "improvements in furnaces."—Dated 18th November, 1870.

3022. Thomas Drummond, of Bow-street, in the county of Middlesex, for an invention of "improved means and apparatus for exhibiting advertisements."—Dated 18th November, 1870.

3023. Richard Hipkiss, of Birmingham, in the county of Warwick, Metal Roller, for an invention of "improvements in hardening steel pens, and other steel articles, and in apparatus employed for that purpose."—Dated 18th November, 1870.

3027. Robert Porter Wilson, of Cumberland-terrace, Regent's Park, in the county of Middlesex, Esquire, for an invention of "improvements in means for testing or measuring the quality or colour of oils and other liquids."—Dated 18th November, 1870.

3029. Allen Ransome, of King's-road, Chelsea, in the county of Middlesex, Engineer, for an invention of "improvements in machinery for cutting and shaping wood."—Dated 18th November, 1870.

3037. William Robert Lake, of the "International Patent Office," Southampton-buildings, London, Consulting Engineer, for an invention of "improvements in machinery for scouring, glossing, and otherwise treating leather."—Communicated to him from abroad by Edward Fitzhenry, of Boston, Massachusetts, United States of America.—Dated 19th November, 1870.

3038. John Charles Edwards and John Taft, both of the city of Manchester, in the county of Lancaster, Machinists, for an invention of "improvements in machinery for preparing and washing wool and other fibrous materials, and for mixing and forming fur or materials for felt hat bodies."—Dated 21st November, 1870.

3043. Edouard Langlet, of Schaerbeck, in the Kingdom of Belgium, Engineer, for the invention of "improvements in means or apparatus for preventing steam boiler explosions."—Dated 21st November, 1870.

3048. Charles Henry Southall, of Staleybridge, in the county of Lancaster, and John Blakey, of Leeds, in the county of York, for an invention of "improvements in self acting machinery for making and finishing boots and shoes."—Dated 21st November, 1870.
3052. William Gardner and James Russell, trading under the firm of Gardner and Russell, Manufacturers, of the city of Glasgow, in the county of Lanark, North Britain, for an invention of "certain improvements in shirts."—Dated 22nd November, 1870.
3053. William Newzam Nicholson and Edward Lawrence, both of Newark, in the county of Nottingham, Engineers, for an invention of "improvements in governors for steam or other motive power engines."—Dated 22nd November, 1870.
3054. Richard Brown, of Glasgow, in the county of Lanark, North Britain, for an invention of "improvements in furnaces for smelting iron."—Dated 22nd November, 1870.
3058. Alfred Vincent Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Mechanical Draughtsman, for an invention of "improvements in bearings for carriage axles."—Communicated to him from abroad by William Henry Downs, of Seneca Falls, in the State of New York, United States of America, and Jethro Pencille, of Kingston, in the county of Frontenac, and Dominion of Canada.—Dated 22nd November, 1870.
3059. John Garrett Tongue, of the firm of Tongue and Birkbeck, Patent Agents and Engineers, of 34, Southampton-buildings, Chancery-lane, in the county of Middlesex, for an invention of "improvements in looms for weaving Brussels carpeting."—Communicated to him from abroad by George Crompton, of Worcester, Massachusetts, United States of America.—Dated 22nd 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 22nd day of November, 1873.
3012. John Macmillan Dunlop and Frank Crossley, both of Manchester, in the county of Lancaster, Engineers, for an invention of "improvements in machinery for cutting india rubber."—Dated 16th November, 1866.
3016. Julian Bolvin, of No. 31, Rue d'Engliien, Paris, in the Empire of France, Mechanician, for an invention of "an improved steam engine."—Dated 17th November, 1866.
3033. Jaques Hermann Auguste Gruson, of Buckau, in the Kingdom of Prussia, Engineer, but at present residing at the Westminster Palace Hotel, in the city of Westminster, for an invention of "improvements in armour plating for vessels of war, floating or land batteries and fortifications."—Dated 19th November, 1866.
3034. Thomas Greenwood, of Leeds, in the county of York, Machine Maker, for an invention of "improvements in the construction of lathes."—Dated 19th November, 1866.
3035. Jaques Hermann Auguste Gruson, of Buckau, in the Kingdom of Prussia, Engineer, but at present residing at the Westminster Palace Hotel, in the city of Westminster, for an invention of "improvements in gun carriages, and in the means of working heavy ordnance."—Dated 19th November, 1866.
3036. William Alfred Gibbs, of Gillwall Park, Sewardstone, Woodford, in the county of Essex, Gentleman, for an invention of "improvements in apparatus for drying hay and other cut crops, also in apparatus for raising or elevating the same."—Dated 19th November, 1866.
3038. Josiah Latimer Clark, of 5, Westminster-chambers, Victoria-street, in the county of Middlesex, for an invention of "improvements in electric telegraphs."—Dated 19th November, 1866.
3040. William Chambers, of Whitefield, near Manchester, in the county of Lancaster, Bleacher, for an invention of "improvements in machinery for stiffening and finishing textile fabrics."—Dated 20th November, 1866.
3048. John Robertson, of Manchester, in the county of Lancaster, Machine Merchant, for an invention of "improvements in apparatus for regulating and controlling the pressure and flow of fluids."—Dated 20th November, 1866.
3062. John Barker, of Petra House, East Sheen, in the county of Surrey, Merchant, for an invention of "improvements in preserving corn or other grain, beans, or seeds."—Communicated to him from abroad by Nicolas Valentin Haussmann, a person resident at 23, Rue St. Georges, Paris, in the Empire of France.—Dated 21st November, 1866.

In Parliament—Session 1874.

London, Harrow, and Pinner Railway.
(Incorporation of Company; Construction of Railway from Midland and South Western Junction Railway to Harrow and Pinner; Working Agreements; Amendment of Acts.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session for an Act to incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing in the parish of Willesden by a junction with the Midland and South-Western Junction Railway, at a point about 100 yards south-west of the bridge, carrying the Duddenhill-lane from Neasden to Willesden-green over that railway, and terminating in the parish of Pinner in a field lying between the enclosed grounds of Pinner-grove and Cannon Farmhouse, about 40 yards north of Cannon Farmhouse, and 50 yards east of the road leading from Pinner to Downs Farm; which intended railway will pass from, in, through, or into the parishes and places following or some of them, viz.:—Neasden, Willesden, otherwise Wilsdon, Kingsbury, Wembley, Harrow-on-the-Hill, Kenton, Greenhill, Pinner, and Ruislip, all in the county of Middlesex.

The intended Act will empower the Company to exercise all or some of the following powers, that is to say:

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the proposed railway and works connected therewith; to cross, divert, alter, or stop up for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and water-courses, within or adjoining the parishes and places aforesaid, or any of them; to levy tolls rates, and charges upon, or in respect of, the proposed railway and works; to vary existing tolls,

rates, and charges; and to confer exemptions from the payment of tolls, rates, and charges.

The Act will authorise and give effect to contracts and arrangements between the Company and the Midland Railway Company for, or with reference to, the management, maintenance, working, and use of the railway of the Company; the supply of rolling stock and plant, the fixing, collection, division, apportionment and appropriation of the tolls and other income arising from any traffic passing over their respective lines, and any matters incidental to or connected with the objects and purposes aforesaid.

The intended Act will vary and extinguish all rights and privileges inconsistent with the objects thereof, and confer other rights and privileges, and it will incorporate all or some of the provisions of "The Companies Clauses Consolidation 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."

The Act will also alter, amend, extend, and enlarge, or repeal all or some of the provisions of the 7th and 8th Vic., caps. 18 and 59, and any other Act relating to the Midland Railway Company.

Maps, plans, and sections showing the line and levels of the said intended Railway and works, and describing the lands intended to be taken under the powers of the intended Act, together with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 29th day of November in the present year with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and so much of the said plans, sections, and book of reference as relates to each of the aforesaid parishes in or through which the said railway and works are proposed to be made, and within which such lands are situate, and a copy of the said Gazette Notice, will be deposited on or before the said 29th day of November with the parish clerk of each such parish at his residence, and in case of any extra-parochial place with the parish clerk of some immediately adjoining parish at his residence.

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

Dated this 14th day of November, 1873.

Baxters and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament—Session 1874.

Hammersmith Extension and Metropolitan District Railway Companies.

(Amalgamation of the Two Companies; and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session thereof for an Act to amalgamate, from and after such period and upon such terms and conditions as have been or may be agreed upon, or as may be fixed or determined by, or under the provisions of the intended Act, the Hammersmith Extension Railway Company with the Metropolitan District Railway Company, and to dissolve the Hammersmith Extension Railway Company, and constitute the shareholders thereof shareholders in the Metropolitan District Railway Company, and to vest in the said last named Company the undertaking of the Ham-

mersmith Extension Railway Company, and all their property, estate, interest and effects, rights, powers, and privileges of what nature or kind soever, and to authorize the Metropolitan District Railway Company, for the purposes of the amalgamation to apply any of their unissued capital, and if need be to create and issue further capital, such unissued capital or new capital to be issued and raised upon such terms and conditions, and with such advantages as the Bill may define or Parliament may prescribe.

To alter, amend, and enlarge the powers and provisions, or some of the powers and provisions of "The Hammersmith Extension Railway Act, 1873," and also of the following and of any other Acts relating to the Metropolitan District Railway Company, viz., the 27th and 28th Vic., cap. 322; 28 and 29 Vic., cap. 151; 29 and 30 Vic., cap. 178; 31 and 32 Vic., cap. 108; 32 and 33 Vic., cap. 62; 33 and 34 Vic., cap. 94; and 36 and 37 Vic., cap. 180.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects; and printed copies thereof 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.

Baxters and Co., 6, Victoria-street, Westminster;

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1874.

West London and Kew and Richmond Tramways.

(Powers to Work Tramways by Mechanical Power.)

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

To authorise the using upon the West London Tramway, which was authorised by "The Metropolitan Tramways Orders Confirmation Act, 1873," and is therein referred to as The West London Tramways Order, 1873, and also upon the Kew and Richmond Tramway authorised by "The Metropolitan Tramways Orders Confirmation Act, 1873 (No. 2)," and which Order is therein referred to as the Kew and Richmond Tramway Order, 1873, or one of such tramways, or upon some part or parts thereof respectively, with such restrictions and upon such terms and conditions as may be provided for by the Bill, cars propelled by steam power nearly noiseless in its operation, by the method patented by Mr. John Grantham, C.E., and it is intended by the said Bill, so far as will be necessary for the purposes thereof, to amend the before-mentioned Tramways Orders Confirmation Acts and Provisional Orders, and also "The Tramways Act, 1870," "The Locomotives Act, 1861," and "The Locomotives Act, 1865."

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.

Baxters and Co., 6, Victoria-street, Westminster, Solicitors to the West London Tramways Company, Limited, and to the Kew, Richmond, and Kingston Tramway Company, Limited.

In Parliament—Session 1874.

South Wales Mineral Railway.

(Additional Capital by Shares and Borrowing; Capitalization of Arrears of Dividend; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next session thereof by the South Wales Mineral Railway Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following purposes, that is to say:—

To authorize the Company to raise additional capital by shares or stock, and by loan and by the creation of debenture stock, with power to attach to the new shares or stock, or to any part or parts thereof, such priority of dividend or interest, and other advantage, as the Bill may define or Parliament may prescribe.

To enable the Company from time to time to allot and issue such part of the said new shares or stock as may be necessary to satisfy and discharge any arrears of dividend now due and which may from time to time become due in respect of the preference capital of the Company created under the powers of "The South Wales Mineral Railway Act, 1861," or other Acts which carries arrears, and to authorize and require all persons and corporations entitled to the said arrears to accept the said new shares or stock in discharge and satisfaction of the said arrears, and to provide that such stock so allotted in respect of arrears of dividend shall have the same preference and priority over other shares and stock as now attach to the original shares or stock.

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, and it will amend and enlarge the powers and provisions of the Acts relating to the Company, namely:—The South Wales Mineral Railway Act, 1853; The South Wales Mineral Railway (Lease) Act, 1855; The South Wales Mineral Railway Act, 1861; and The South Wales Mineral Railway Act, 1864.

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 15th day of November, 1873.

Davies, Campbell, Reeves, and Hooper, Solicitors for the Railway Company, 17, Warwick-street, Regent-street.

Baxters and Co., Solicitors for the Lessees of the Railway, 6, Victoria-street, Westminster.

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

In Parliament—Session 1874.

Wolverhampton and Walsall Railway.

(Construction of Branches at Bentley; Powers to Wolverhampton and Walsall and London and North Western Railway Companies; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To authorize the construction and maintenance by the London and North Western Railway Company or the Company, in the county of Stafford, of the following branch railways, with all needful works, stations, approaches and conveniences connected therewith respectively, that is to say:

1. A Railway (No. 1) commencing in the township of Bentley, and parish of Wolver-

hampton, by a junction with the Wolverhampton and Walsall Railway at a point about 300 yards east of the centre of the passenger platforms at the Short Heath Station of the Company, passing thence, through, or into the following parishes, townships, or other places, or some of them, that is to say:—Bentley, Willenhall and Wolverhampton, and terminating in a field numbered 242 on the tithe map for the said township of Bentley.

2. A Railway (No. 2) wholly situate in the said township of Bentley and parish of Wolverhampton, commencing by a junction with the said proposed Railway No. 1 in a field numbered 223 on the tithe map aforesaid, and terminating in the field numbered 204 on the same map.

To authorize the crossing, diversion, alteration, stopping up, or other interference, whether temporarily or permanently, of roads, railways, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses so far as may be necessary in constructing or maintaining the said intended railways and works, a deviation from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; and the purchase of lands, houses, and other property compulsorily for the purposes of the said intended railways and works, and the levying of tolls, rates, and charges in respect thereof, and the exercise of other rights and privileges.

It is intended by the Bill to confer upon the London and North Western Railway Company, and upon the Wolverhampton and Walsall Railway Company (who are herein referred to as the Company), all needful powers for the purchase of the lands and other property required in constructing the intended railways, and to authorize and require the London and North Western Railway Company, in terms of the agreement of the 26th of February, 1866, between them and the Company (which agreement was confirmed by "The Wolverhampton and Walsall Railway Act, 1866"), to construct and complete the said railways, and the Bill will confer upon the two Companies respectively all such powers as may be necessary for the purposes or in connection with the purposes of the intended Bill.

To authorize each of the said Companies respectively to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said Bill, and, if necessary, 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.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge the powers and provisions of the 9th and 10th Victoria, cap. 204, and any other Acts relating to the London and North Western Railway Company, also of "The Wolverhampton and Walsall Railway Acts, 1865, 1866, 1867, 1868, and 1870," and of any other Acts relating to the Wolverhampton and Walsall Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners.

and lessees, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice 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 railways 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 clerks of each such parish, at their residences.

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

Dated this 13th day of November, 1873.

Baxters and Co., 6 Victoria-street, Westminster.

Corser and Fowler, Wolverhampton.

H. and J. E. Underhill, Wolverhampton, Solicitors to the Bill.

In Parliament—Session 1874.

Magdalen Hall, Oxford.

(Conversion of Hall into a College and consequent alteration of Constitution; Transfer to College of Property now held in Trust for Hall; 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 alter and re-model the constitution of Magdalen Hall, in the University of Oxford, and to provide for the constitution of the said Hall as a College of the said University, under the title of Hertford College, or under such other title as may be defined by the Bill, and to confer upon such College all such rights, powers, statutes, and privileges as may be necessary or expedient.

To alter and re-model the constitution of the Body known as the Principal and other Members of Magdalen Hall, and to constitute them a Collegiate Body within the said University, with all proper rights and privileges, and under such new title or designation as may be defined in the Bill.

To authorise and empower the Chancellor, Masters, and Scholars of the University of Oxford, and any Trustees or other persons, to transfer and assign to the said New College or Collegiate Body, or to any Trustees or any other persons on their behalf as the Bill may define, all property, real and personal, now vested in the said Chancellor, Master, and Scholars, or Trustees, or other persons in trust for, or for the benefit of the said Principal and other Members of Magdalen Hall.

To authorise and provide for the sale of the Advowson of the Rectory of South Moreton, in the County of Berks, and of all rights and property incident thereto, and for the vesting of the proceeds of such sale in or upon trust for the said College or Collegiate Body.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will amend and enlarge, and if need be, alter or repeal some of the powers and provisions of (amongst other Acts) the Acts of the 56th year of George 3rd, caps. 95 and 136, relating to Magdalen Hall.

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 20th day of November, 1873.

Baxters and Co., 6, Victoria-street, Westminster, Solicitors to the Bill.

In Parliament—Session 1874.

London, Tilbury, and Southend Railway.

(Appointment of Directors of London, Tilbury, and Southend Railway by Shareholders of that Undertaking, and repeal of right of Great Eastern and London and Blackwall Railway Companies to appoint any such Directors; Working Agreements with North London, London and North-Western, and Great Northern Companies; Powers to Lease or Sell London, Tilbury and Southend Railway to those Companies; Powers over Great Eastern and London and Blackwall Railways; Powers as to Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to effect the following or some of the following among other objects:

1. To provide for the appointment by the shareholders of the London, Tilbury, and Southend Railway Company, and by them alone, of Directors who, from and after the expiration of the present Lease of the Undertaking to Messieurs Peto, Betts, and Brassey, shall assume office and be the sole Directors of the Company, and to alter the present number of Directors of the Company and their qualification and the time and manner of their election.

2. To repeal so much and such parts of the existing Acts of the Company, to authorise the appointment of Directors by the Great Eastern Railway Company and by the London and Blackwall Railway Company respectively, or by either of those Companies.

3. To authorise the Company to raise the moneys, or any part of the moneys, in their capital not already issued by the creation and issue of new shares or stock, by borrowing on mortgage, or by the creation of debenture stock, or by all or any of those means, with power to attach to the new shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

4. To enable the Company on the one hand, and the North London, London and North-Western, and Great Northern 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, and maintenance of the undertakings of the 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 of the said undertakings, 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 residue 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 as aforesaid.

5. To authorise the said three Companies, or any of them, 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 raise additional capital by the creation and issue of new ordinary and preference shares, and by borrowing upon such terms and conditions as the Bill shall define, or Parliament may prescribe.

6. To enable the Company, on the one hand, to grant a lease of or to sell, and the London and North-Western, North London and Great Northern Railway Companies, or any two of these Companies, or any one of them, on the other hand, to lease or to purchase upon such terms and conditions as may have been, or may be agreed upon, or as may be fixed by or under the provisions of the said Bill, the undertakings of the Company, together with all the lands and works, property, real or personal, and effects, rights, powers, and privileges, duties, and liabilities, connected therewith, whether with reference to the said undertakings or any other undertaking, and to enable the said respective Companies to exercise and enjoy all such rights, powers, and privileges.

7. To enable the Company and all companies and persons lawfully working or 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 London and Blackwall Railway, and so much of the Great Eastern Railway as lies between the junction therewith of the London, Tilbury, and Southend Railway and the Bishopsgate-street and Liverpool-street Stations of the Great Eastern Railway Company, together with the use of those stations.

8. To require the Great Eastern Railway Company to receive, book through, forward, accommodate, and deliver on and from their own undertakings, and any undertakings worked by them, 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 authorised to be taken by the Great Eastern Railway Company.

9. 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 Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the London, Tilbury, and Southend Railway Company, namely: 15 and 16 Vict., cap. 84; 19 and 20 Vict., caps. 15 and 76; 25 and 26 Vict., cap. 8; 26 and 27 Vict., cap. 69; and the Bill will especially repeal, wholly or in part, Sections 23, 26, 27, 28, 29, and 31 of "The London, Tilbury, and Southend Railway Act, 1862;" also of "The Great Eastern Railway Act, 1862;" and any other Acts relating to the Great Eastern Railway Company; also of the 6 and 7 William 4th, cap. 123, and the several other Acts relating to the London and Blackwall Railway Company; also of the 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 67; 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; 34 and 35 Vict., cap. 12; and any other Acts relating to the North London Railway Company; also of the Act 9 and 10 Vict., cap. 204; and any other Acts relating to the London and North-Western Railway Company; also of the Acts 9 and 10 Vict., cap. 71; 35 and 36 Vict., cap. 167, and any other Acts relating to the Great Northern Railway Company.

10. 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.

Markby, Tarry, and Stewart, 57, Coleman-street, E.C., Solicitors.

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

Lofthouse and Liverton Gas.

(Application for Provisional Order; Powers to acquire Land and construct Gas Works; to define limits; to hold and use Licences; to manufacture and supply Gas and Residual Products; to lay down Mains and Pipes; to break up Roads; to supply Meters, Fittings, and other Apparatus; and to levy Rates and Charges and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, by John Dunning, of Middlesbrough, in the North Riding of the county of York, gas engineer (herein referred to as "the Promoter"), for a Provisional Order pursuant to "The Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes (that is to say):

To authorise the Promoter to purchase, lease, or otherwise acquire, by agreement, a piece of land situate in the township of Liverton, in the parish of Easington, in the said North Riding of the county of York, at or near to Lofthouse, in the said Riding belonging or reputed to belong to the Right Honourable Hugh Richard Viscount Downe, and bounded as follows (that is to say):

On the north by Kilton Beck, on the east by the North Eastern Railway (Cleveland Branch), on the south by a Railway Siding and by land belonging to the said Right Honourable Viscount Downe, and on the west by other land belonging to the said Viscount Downe.

To authorise the Promoter to erect, construct, and maintain, and from time to time to enlarge, alter, and pull down and re-erect on the same piece of land hereinbefore described, or some part thereof, gas works, gas holders, receivers, retorts, purifiers, meters, and other apparatus, works, buildings, and conveniences connected therewith or necessary for the manufacture, storage, and supply of gas, and dealing in gas, residual products, and other such like commodities.

To authorise the Promoter to manufacture and store gas and residual products on the said lands, and to sell gas, coal, coke, culm, tar, oil, ammoniacal liquor, and other residual products, and the several matters and things producible from the residual products arising or resulting from the manufacture of gas or matters connected therewith, and to authorise the Promoter to acquire, hold, and use licenses of patents or patent rights in relation to the manufacture and distribution of gas and the utilisation of residual products obtainable therefrom, and to manufacture, purchase, or hire gas meters, gas stoves, gas fittings, or other apparatus, and to use, let, or sell the same, and generally to carry on the business usually carried on by Gas

Companies, or which is or may become incident thereto, and to exercise all such powers, rights, and privileges as are usually conferred on Gas Companies.

The district to be supplied with gas by the Promoter under the intended provisional order (herein referred to as "the limits of supply") will be and consist of the parishes of Lofthouse and Easington, and so much of the parish of Shelton as is situate and lies within a line coloured red upon an ordnance map or plan, to be deposited with the Clerk of the Peace for the North Riding of the county of York at his office in Northallerton, all which district and parishes are within the said North Riding of the county of York.

To authorise the Promoter to lay down, renew, maintain, and use mains, pipes, and other apparatus along, through, over, or under all or any of the streets, turnpike and other roads, railways, canals, lanes, highways, footways, watercourses, bridges, and other places within the limits of supply, and for other purposes to open, break up, cross, and pass under or over, or otherwise interfere with all or any of the streets, turnpike or other roads, lanes, highways, footways, railways, canals, watercourses, bridges, courts, public passages, and other places, and any of the sewers, drains, and pipes in, under, or through the same as are situate within the limits of supply.

To authorise the promoter to levy, demand, and take gas rates, rents, and charges for the supply of gas and of gas meters, gas stoves, gas pipes, apparatus, and fittings, and to grant exemptions from gas rates, rents, and charges, and to agree, compound, and arrange with companies, local boards, parochial or other local authorities or persons for the supply of gas for public or private purposes, and to make and carry into effect contracts and agreements relating thereto within the limits of supply, and upon such terms and conditions as he and they shall respectively agree upon.

To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended provisional order, and to confer other rights and privileges; and it is intended to incorporate with the intended provisional order all or some of the powers and provisions of "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871," "The Gas and Waterworks Facilities Act, 1870, Amendment Act, 1873," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Lands Clauses Consolidation Act, 1869."

And notice is hereby given, that on or before the 30th November, 1873, a copy of this advertisement and a map showing the land proposed to be acquired and used for the manufacture of gas and of residual products arising in the manufacture of gas, and a plan of the proposed gasworks (prepared according to the regulations made by the Board of Trade), and an ordnance map showing the proposed district of supply will be deposited for public inspection with the Clerk of the Peace for the said North Riding of the county of York at his office in Northallerton in the said county, and also at the office of the Board of Trade, Whitehall, London.

And notice is hereby also given, that on and after the 23rd day of December, 1873, printed copies of the draft Provisional Order will be obtainable by all persons applying for them, at the price of one shilling each, at the office of Messrs. Durnford and Co., 45, Parliament-street, Westminster, Parliamentary Agents, at the office of Henry Watson, Solicitor, Middlesborough, and at the office of John Peirson, junior, Solicitor, Lofthouse.

And notice is hereby further given, that printed copies of the said provisional order, when made by the Board of Trade, will be deposited for public inspection with the said Clerk of the Peace, at his office as aforesaid, and that printed copies of the said provisional order when made will also be deposited at the aforesaid respective offices of Messrs. Durnford and Co., and the said Henry Watson and John Peirson, and will then be furnished to all persons applying for them, at the price of one shilling each copy. All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the intended application for the said provisional order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., on or before the 15th day of January, 1874, and that copies of any such objections must at the same time be sent to the Promoter, at the office of Messrs. Durnford and Co., 45, Parliament-street, Westminster.

Dated this 13th day of November, 1873.

Henry Watson, Middlesborough.

John Peirson, junior, Lofthouse and Guisborough, Solicitors for the Promoter.

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

In Parliament—Session 1874.

Halifax, Wheatley, and Mixenden Railway.

(Incorporation of Company; Railway from Halifax to Wheatley and Mixenden; Junction with Halifax and Ovenden Junction Railway; Powers over Undertakings of Great Northern, Lancashire and Yorkshire, and Halifax and Ovenden Junction Railway Companies; Powers to those Companies.)

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

To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain the railway hereinafter mentioned, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:

A Railway commencing by a junction with the authorised Halifax and Ovenden Junction Railway, at the north-western entrance of the Woodside Tunnel in the township of Northowram, in the parish of Halifax, passing through Wheatley, Jumpsles, and Mixenden, in the township of Ovenden, in the parish of Halifax aforesaid, and terminating at a point about 22 yards west of the Mixenden Corn Mill, in Mixenden aforesaid, in a field, garden, or orchard belonging to and occupied by James Heggibottom, which is situate on the south side of a certain road known by the name of Mill-lane, in Mixenden aforesaid.

The said railway and works will be situate 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 railway and works, to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company on the one hand, and the said Companies or either of those Companies

on the other hand, from time to time, to enter into agreements with respect to the working, use, management, construction and maintenance of the said intended railway and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers 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, denomination, and conveyance of traffic coming from or disposed 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, 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):

The undertaking authorised by the Halifax and Ovenden Junction Railway Act, 1864, and the Halifax and Ovenden Railway Act, 1867.

The Lancashire and Yorkshire Railway Station at Halifax, and so much of the Lancashire and Yorkshire Railway as will give access to that station from the railway firstly hereinbefore described, and by the Bill intended to be authorised over the authorised Halifax and Ovenden Junction Railway.

The Bill will, or may authorise the Great Northern, the Lancashire and Yorkshire Companies, or either of them jointly or severally, to execute the works hereinbefore described, and to exercise the powers hereinbefore specified, instead of the Company to be incorporated by the Bill, or it may authorise the said two Companies, or any of them, to execute the said works and to exercise the said powers jointly with the Company in such proportion 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 Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of the 9th and 10th Victoria, chapter 71, and of any other Acts relating to the Great Northern Railway Company; the 1st and 2nd William 4th, chapter 60, and 22nd and 23rd Victoria, chapter 110, and any other Acts relating to the Lancashire and Yorkshire Railway Company; the 9th and 10th Victoria, chapter 204, and the 27th and 28th Victoria, chapter 143, and 30 and 31 Victoria, chapter 178, and any other Acts relating to the Halifax and Ovenden Junction Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together

with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance map with the lines of railway delineated thereon, so as to show the general course and direction, and a copy of this Notice will, on or before the 30th November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his Office in Wakefield, and on or before the same day a copy of so much of the said plan, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any land, houses, or other property intended to be taken are situate, and a copy of this Notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the 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.

Wavell, Philbrick, Foster, and Wavell,
George-street, Halifax, Solicitors to the Bill.

S. H. Lewin, Parliamentary Agent, 1, Upper Charles-street, Westminster.

In Parliament.—Session 1874.
Fishguard Railway.

(Incorporation of Company—Power to make a Railway from Clarbeston-road to Fishguard—Arrangements with Great Western Railway Company and Fishguard Harbour Commissioners—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company (hereinafter called the Company) for the purpose of making the railway hereinbefore described, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):

A railway, wholly in the county of Pembroke, commencing in the parish of Wiston by a junction with the Great Western Railway, South Wales section, at a point about 550 yards west of the Clarbeston-road station, passing through the several parishes and places following, or some of them, that is to say, Wiston Spittal, Rudbaxton, Treffgarne, St. Dogwell's, Ambleston, Hayscastle, St. Lawrence, Letterstone, Mathry, Jordanston, Llanstinan, Goodwick, Manorowen, Fishguard, and Llanwnda, and terminating at a point in the said parish of Llanwnda, on the western side of Fishguard Bay, near the spot known as Wig-wen, and 100 yards or thereabouts north-east of the new lifeboat house.

The intended Act will also contain the following powers:

To enable the Company, in the construction and maintenance of the said railway and works, to deviate laterally in the construction of the said railway and works connected therewith to such extent as will be shown or defined on the plans hereinafter referred to; and to cross, alter, stop up, and divert, whether temporarily or permanently, all such turnpike and other roads, highways, streams, watercourses, rivers, drains, sewers, railways, tramways, and navigations, within or

adjoining to the before-mentioned parishes and places, or any of them, as it may be necessary to cross, stop up, alter, or divert, in executing the purposes of the intended Act.

To enable the Company to purchase by compulsion or agreement lands, houses, and other property, for the purpose of the said railway and works; to vary and extinguish all existing rights and privileges in and over such lands, houses, and other property which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To empower the Company to levy tolls, rates, and duties for and in respect of the use of the said intended railway and works; to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and duties.

The intended Act will authorise and give effect to contracts and agreements between the Company and the Great Western Railway Company for or with reference to the maintenance, working, and use by that Company of the proposed railway and works, or any part thereof, the management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of stock and plant, and appointment of officers and servants, the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from such traffic, and the contributions, tolls, or other sums, payments, and allowances to be made by either of the contracting Companies to the other of them, and the application thereof.

The Act will also authorise the Company and the Fishguard Harbour Commissioners to enter into agreements with respect to the construction and maintenance on the south-west side of Fishguard Bay, in the said parish of Llanwnda, and on the adjoining foreshore, of piers, jetties, wharves, and other works and conveniences for the shipping and landing of passengers and goods within the limits of the said Commissioners.

The Act will incorporate with itself all or some of the provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Act, 1845;" and "The Railways Clauses Act, 1863."

The Act will, so far as may be necessary for all or any of the purposes thereof, alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the 5th and 6th Wm. IV, cap. 107, and of all other Acts relating to the Great Western Railway Company and the Fishguard Harbour Order, 1873, and the Act will alter and extinguish all existing rights and privileges which will interfere with any of its objects.

Maps, plans, and sections of the intended railway and of the lands proposed to be taken for the purposes of the Act, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 29th day of November, 1873, be deposited for public inspection with the Clerk of the Peace for the county of Pembroke, at his office at Haverfordwest; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relate to each parish or extra-parochial place in or through which the said intended railway and works are intended to be made, or in which any lands proposed to be taken are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish, at his residence; and where there is no parish clerk, with the incumbent of

such parish, at his residence; and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining, at his residence.

Printed copies of the intended Act will be deposited at the Private Bill Office of the House of Commons on or before the 20th day of December, 1873.

Dated this 14th day of November, 1873.

Francis Green,
Carmarthen,
W. Vaughan James,
Haverfordwest,
T. S. Ashwin,
Temple, London,
William Bell, 27, Great George-street,
Westminster, Parliamentary Agent. } Solicitors.

In Parliament.—Session 1874.

London and South Western and Devon and Cornwall Railway Companies.

(Lease or Sale of Undertaking of Devon and Cornwall Railway Company to, or Amalgamation thereof with, Undertaking of the London and South Western Railway Company; Dissolution of Devon and Cornwall Railway Company; Alteration of Tolls; New Tolls; Further Money Powers to London and South Western Railway Company; Bunning Powers and compulsory facilities over Railways of Devon and Cornwall Railway Company; Working and other Agreements between and other Provisions affecting the two 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 purposes, or some of the purposes following, that is to say:—

1. To enable the Devon and Cornwall Railway Company (in this notice called "the Devon Company,") to lease or sell and transfer their undertaking, railways, works, property, rights, powers, and privileges, or some part or parts thereof respectively, to the London and South Western Railway Company (in this notice called "the South Western Company").

2. To provide for the union and amalgamation of the undertaking, railways, works, proprietaries, stocks, shares, and property, or some part or parts thereof of the Devon Company, with the undertaking, railways, works, proprietaries, stocks, shares, and property of the South Western Company, upon such terms and conditions as have been or may be agreed upon, or as may be prescribed by the Bill; and to confirm and give effect to any agreement or agreements which have been or may be entered into between the two Companies with reference to any of the matters aforesaid.

3. To enable the South Western Company to exercise and enjoy all or some of the rights, powers, and privileges of the Devon Company.

4. To provide (if need be) for the dissolution of the Devon Company.

5. To vary the tolls, rates, and charges, which the Devon Company and the South Western Company respectively are now authorised to take, and to authorise the levying of new tolls, rates, and charges upon, or in respect of, their respective undertakings, or of the amalgamated undertaking, or any part or parts thereof respectively; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

6. To authorise and empower the South Western Company, for all or any of the purposes

aforesaid, to apply their corporate funds and revenue, and to raise further moneys by borrowing and by the creation of new shares and stock, and if they think fit, to attach to all or any of such new shares or stock a preference or priority of interest, or dividend, and other special privileges.

7. To authorise and empower the South Western Company to run over, work, and use with their engines, carriages, and waggons, and their officers and servants, whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, the existing and authorised railways of the Devon Company, or some or one of them, or some part or parts thereof respectively, and the stations, roads, platforms, water, water engines, sidings, signals, points, junctions, machinery, works, and conveniences of or connected with those railways and portions of railway respectively upon terms to be agreed between the two Companies, or determined by arbitration or prescribed by or under the Bill, and to levy tolls, rates, and duties in respect of the traffic of every description conveyed by the South Western Company over the said railways or any of them, or any part or parts thereof, and to alter the tolls, rates, and duties, for the time being authorised to be taken thereon.

8. To require and compel the Devon Company to afford in, over, and upon their railways for the time being all necessary and proper facilities and accommodation by through rates and fares, through booking, through carriages and trucks, and otherwise, for the receipt, collection, forwarding, carriage, and delivery of traffic (that word being used in the sense attached to it by the Railway and Canal Traffic Act, 1854), coming from, passing over, or destined for the railways of the South Western Company, or any part thereof, and to authorise the South Western Company to appoint and keep booking clerks and goods clerks, and collecting and delivery agents, and other officers and servants, at all or any of the stations of the Devon Company, and to prescribe the terms and conditions on which such facilities and accommodation shall be afforded by the Devon Company.

9. To empower the Devon Company and the South Western Company from time to time to enter into and carry into effect and rescind agreements with reference to the construction, user, maintenance, and management by the South Western Company of all or some part or parts of the railways and works of the Devon Company; the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, passing over, or destined for such railways, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from such railways and works, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreement which has been or may be made touching any of the matters aforesaid.

10. And the Bill will vary or extinguish all rights and privileges inconsistent with or which would in any way interfere with any of its objects, and will confer other rights and privileges, and will so far as may be necessary or expedient repeal, alter, or amend the provisions, or some of the provisions of the Local and Personal Acts following (that is to say): 25 and 26 Vict., cap. 165; 26 and 27 Vict., cap. 129; 27 and 28 Vict., cap. 114; 28 and 29 Vict., cap. 149;

30 and 31 Vict., cap. 125; 31 and 32 Vict., cap. 174; 32 and 33 Vict., cap. 127; 34 and 35 Vict., cap. 164; and 36 and 37 Vict., caps. 111 and 112; and all other Acts relating to the Devon Company, and 4 and 5 William 4, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 23 and 24 Vict., cap. 185; 26 and 27 Vict., cap. 90; 30 and 31 Vict., cap. 156; 33 and 34 Vict., cap. 110; 36 and 37 Vict., cap. 68; and all other Acts relating to the South Western Company.

11. Printed copies of the intended Bill will be deposited at 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.

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

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

In Parliament.—Session 1874.

Bristol, Winford, and Chew Magna Railway. (Incorporation of Company for making Railways from Bristol and Exeter Railway to Chew Magna and Nempnet—Powers to Bristol and Exeter Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:

1. To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain in the county of Somerset the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:

1. A Railway (No. 1), to commence in the parish of Bedminster, by a junction with the Bristol and Exeter Railway, at a point on that railway 135 yards or thereabouts westward of the bridge carrying the turnpike-road from Bristol to Bridgwater over the said railway, to pass thence through or into the following parishes, or some of them, that is to say:—Bedminster, Long Ashton, Dundry, Barrow, otherwise Barrow Gurney, Winford, Chew Stoke, and Chew Magna, and to terminate in the said parish of Chew Magna, at or near the public road leading from Chew Magna to Chew Stoke, at a point 500 yards or thereabouts in a south-westerly direction from the junction of the last-mentioned road, with the road leading from Winford to Chew Magna.

2. A Railway (No. 2), to commence by a junction with Railway No. 1, at or near the road leading from Winford to the Five Ways, at a point 220 yards or thereabouts from its junction with the road leading from Winford to Chew Magna, to pass thence through or into the parishes or places following, viz.: Winford, Blagdon, Regilbury, and Nempnet, and to terminate in the parish of Nempnet, at a point on the road leading from Broadfield Down to Hawgrove Farm, 440 yards or thereabouts to the south-east of Merryhill Farm.

2. To enable the Company, if they think fit, to construct, maintain, and work the said intended Railway No. 2 as a light railway.

3. To enable the Company to cross, divert, alter, or stop up, whether temporarily or perma-

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

4. To enable the Bristol and Exeter Railway Company to lay down and maintain along their main line of railway between the said junction therewith of the said intended Railway No. 1 and the Bristol Station of the Bristol and Exeter Railway Company 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.

5. To enable the Company on the one hand, and the Bristol and Exeter Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the application, division, and appropriation of the revenue arising from that traffic, and to 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, and to enable the Bristol and Exeter Railway Company to guarantee the interest upon the moneys borrowed under the powers of the Bill.

6. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The 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 6 William IV., cap. 36, and of the several other Acts relating to the Bristol and Exeter Railway Company.

7. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an 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 Somerset, at his office at Wells; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice,

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

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

Dated this 18th day of November, 1873.

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

In Parliament.—Session 1874.

Bromley (Direct) Railway.

(Incorporation of Company; Construction of Railway; Working Arrangements with South Eastern Railway Company; Facility Powers over such Railway; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company for the construction and maintenance of the railway hereinafter mentioned, with all necessary stations, approaches, and works connected therewith (that is to say):—

A railway commencing in the parish of Bromley, in the county of Kent, in a piece of garden ground in the occupation of Henry Bysouth, abutting on or near Park-road, and opposite the principal entrance gate leading to Bromley Palace, and terminating in the parish of Lee, in the aforesaid county, by a junction with the South Eastern Railway at or near the station master's house at the Grove Park Station of the said South Eastern Railway, which said intended railway will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, viz., Lee and Bromley, all in the county of Kent.

And in the said Act the following powers or some of them will be taken, viz:—

To stop up, cross, divert, or alter, either temporarily or permanently, such roads, streets, highways, sewers, bridges, footpaths, and railways within the parishes aforesaid as may interfere with the construction of the said railway and works.

To deviate in the construction of the said intended railway from the line and levels laid down upon the plans and sections to be deposited as hereinafter mentioned, to such extent as will be provided by the intended Act.

To purchase and take by compulsion or agreement lands and houses for the purposes of the said intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected therewith.

To levy tolls, rates, and duties upon and in respect of the said railway and works; to confer exemption from the payment of such tolls, rates, and duties; and other rights and privileges.

To enable the proposed Company and the South Eastern Railway Company to enter into contracts, agreements, and arrangements with respect to the maintenance, working, and using of the said intended railway and works, and for the supply of rolling stock and plant, and to authorise the said South Eastern Railway Company to work and use the same, and to regulate and manage the traffic thereon, and to agree with the Company to be incorporated for the payment of certain tolls or sums of money for the

use of the said intended railway and works, or for the apportionment of the tolls, rates, and charges received on their respective undertakings, or the payment of fixed sums in lieu thereof, and otherwise in relation to the undertakings of the Companies.

To require and authorise the said South Eastern Railway Company to grant all proper and reasonable facilities for the transmission upon and along their said railway, or any part thereof, of all traffic which having passed over the said intended railway, or any part thereof, may be tendered to them for transmission along their railway, or any part thereof, upon and subject to such conditions, rules, and regulations, and upon payment of such tolls, rates, and charges as shall in case of disagreement be settled by arbitration or otherwise as may be fixed and determined in and by the said intended Act, and to alter the tolls, rates, and charges presently authorised to be taken by the said South Eastern Railway Company.

And with the said intended Act will be incorporated the powers and provisions of the Acts following, or some of them, viz.: "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

To alter, amend, or in part to repeal as far as may be necessary the powers and provisions of the Acts relating to the said South Eastern Railway Company (that is to say): 6 Wm. 4, cap. 75, and any other Act or Acts relating directly or indirectly to the said South Eastern Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses respectively, and an Ordnance map, showing the general course and direction of the said intended railway, and a copy of this notice, as published in the London Gazette, will, on or before the 29th day of November instant, be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone. And a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said intended railway and works will be made, and a copy of the said Gazette notice, will, on or before the said 29th day of November, be deposited as follows, viz., in the case of the parish of Bromley, with the parish clerk of that parish, at his residence, and in the case of the parish of Lee, with the Clerk of the Plumstead District Board of Works, at his office at Old Charlton; and in the case of any extra-parochial place, with the parish clerk of an adjoining parish, at his place of abode.

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

Dated this 10th day of November, 1873.

G. J. Parson, 432, Strand, Solicitor for the Bill.

Holmes and Co., 18, Abingdon-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1874.

Southsea and Hayling Tramways and Ferry.

Incorporation of Company.

(Construction and Maintenance of Tramways and Steam Ferry, Compulsory Purchase of Lands, Tolls, Agreements with London, Brighton, and South Coast, and London and South-Western Railway Companies, Local Boards, and other Authorities: Amendment of Acts.)

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

To incorporate a Company, and to enable such Company to construct, lay down, and maintain the following tramways, with sidings, passing places, stations, and other works and conveniences.

A Tramway No. 1, wholly in the parish of Portsea, in the county of Southampton, commencing by a junction with the Landport and Southsea Tramway at a point at or near the tramway entrance gates of the Southsea Pier, passing thence along the centre of the public road on the south side of Southsea Common, known as the Clarence Esplanade, in a south-easterly direction to the Crimean Monument; thence along the centre of the New Esplanade in course of formation on the south side of Lump's Fort to the junction of such new esplanade with the public road known as Eastney-lane, thence along the centre of such Eastney-lane to a point in such lane opposite, or nearly opposite to, and east of the house known as the Highland Cottage; thence along the centre of the new road at the north of Eastney Barracks to the junction of such new road with the public road leading from Eastney Farm to Barrier Gate Coastguard Station; thence along the centre of the public road to Sinah Ferry and terminating at Sinah Ferry, at a point 50 yards or thereabouts, measured in a southerly direction, from the south-east corner of the Ferry House.

A Tramway No. 2, wholly in the said parish of Portsea, commencing by a junction with the Landport and Southsea Tramway, at a point 40 yards or thereabouts, measured along such tramway in a north-easterly direction from the tramway entrance of the Southsea Pier, and terminating by a junction with Tramway No. 1, in the centre of the public road known as the Clarence Esplanade, at a point 6 yards or thereabouts, measured in a south-westerly direction from the Wellington Monument.

A Tramway (or passing place) No. 3, wholly in the said parish of Portsea, commencing by a junction with Tramway No. 1, at a point in the centre of Clarence Esplanade, 75 yards or thereabouts, measured in a north-easterly direction from the Crimean Monument, passing thence for a distance of 70 yards along the said esplanade, thence gradually diverging until, in the length of 1 chain, the centre line of such tramway reaches the distance of 8 feet on the north-east side of the centre of such esplanade, running thence parallel with such centre of the esplanade for a distance of 1 chain or thereabouts, and thence gradually approaching such centre of the esplanade, and terminating in the centre of the esplanade by a junction with Tramway No. 1, at a point 5 yards or thereabouts, measured in a north-westerly direction from the Crimean Monument.

A Tramway (or passing place) No. 4, wholly situate in the said parish of Portsea, commencing by a junction with Tramway No. 1, at a point in the centre of the new esplanade in course of construction, 70 yards, measured in a westerly direction from the junction of Alhambra-road, and the said esplanade thence gradually diverging to a distance of 8 feet on the north side of the centre of such esplanade, thence running parallel to such

centre line of the esplanade, for a distance of 1 chain or thereabouts, and thence gradually approaching such centre line, and terminating at a junction with the said Tramway No. 1, in the centre of such esplanade, at a point opposite the southern end of the Alhambra-road.

A Tramway (or passing place) No. 5, wholly in the said parish of Portsea, commencing by a junction with Tramway No. 1, at a point in the centre of the public road from Southsea to Sinah Ferry, such point being 5 yards or thereabouts, measured along such public road in a north-easterly direction, from the eastern barrier gate of the Barrier Gate Coastguard Station, thence gradually diverging to a distance of 8 feet on the southern side of the centre line of such public road, thence running parallel to such centre line for a distance of 1 chain, thence gradually approaching such centre line, and terminating in the centre of such public road by a junction with Tramway No. 1, at a point 75 yards or thereabouts, measured in a north-easterly direction along such public road from the said point of commencement as hereinbefore described.

The above tramways will pass through or into the following places, or some of them, viz., Portsmouth Borough, Portsmouth Parish, Southsea, New Southsea, Portsea, Milton, and Eastney, all in the county of Southampton.

A Tramway No. 6, wholly in the parish of South Hayling, in the county of Southampton, commencing at a point on the Sinah Common on the east bank of the Langstone Channel, 86 yards or thereabouts, measured in a southerly direction from the north-west corner of the Norfolk Lodge, public house, passing thence across the common in an easterly direction, for a distance of 130 yards or thereabouts, to the centre of the public road leading from Sinah Ferry to Sinah Farm, thence running along the centre of such public road for a distance of 300 yards or thereabouts, and thence across the Sinah Common to the centre of the western end of the public road known as Havant-street, running thence along the centre of such street, for a distance of 70 yards or thereabouts, thence running in a northerly direction across the public road leading from the South Hayling Railway Station to the village of West Town, and terminating in the enclosure on the west side of the railway station house at South Hayling, at a point 10 yards or thereabouts, measured in a westerly direction from the northern end of the passenger platform at South Hayling.

A Tramway No. 7, wholly in the said parish of South Hayling, commencing by a junction with Tramway No. 6 at a point in the northern boundary fence of the open piece of land in the occupation of David Pountner McEwen, situate on the north side of Havant-street, and adjoining the road running at the back of Richmond-crescent, such point being 48 yards or thereabouts, measured along such fence in an easterly direction from the brick wall bounding such piece of land on the west side thereof, passing thence across Havant-street and Beach Common, and thence running in an easterly direction along the centre of the road which passes on the south side of Marine View and the Royal Hotel to the point of junction of such road with the road running from West Town to the Bath House, thence running south along the centre of the said last-mentioned road, and terminating at a point in the open piece of ground on the north side of the Bath House, such point being 70 yards or thereabouts north of such Bath House.

A Tramway No. 8, wholly in the said parish of South Hayling, commencing by a junction with Tramway No. 7, at its point of termination as hereinbefore described, passing thence in an easterly

direction along Beach Common, and terminating at a point on such common opposite the southern end of Rails-lane, and at a distance of 79 yards or thereabouts south of the south-west corner of Rail Cottage, in the occupation of Peter Bowers.

A Tramway No. 9, wholly in the said parish of South Hayling, commencing by a junction with Tramway No. 6 at a point in the centre of Havant-street 20 yards or thereabouts, measured along the centre of such street, in an easterly direction from eastern corner of the row of houses known as Havant-street, and terminating by a junction with Tramway No. 7 at a point on the Beach Common, such point being 80 yards or thereabouts south of the point of commencement of Tramway No. 7, as hereinbefore described.

To enable the proposed Company to construct, maintain, and work a steam ferry, with all necessary approaches, works, and conveniences, in the said parishes of Portsea and South Hayling, commencing in the said parish of Portsea at the point of termination of Tramway No. 1, as hereinbefore described, and terminating in the said parish of South Hayling at the point of commencement of Tramway No. 6, as hereinbefore described.

The said intended tramways will, except where otherwise stated, be laid down along the centre of the roads or streets through which they are intended to pass, and will occupy throughout a space of 5 feet 4 inches in width, and the distance thereof from the centre of the roads or streets hereinbefore stated means the distance of the centre line of the tramway from the centre of the roads or streets, and the centre line means in all cases, except where otherwise stated, an imaginary line drawn along the centre of the carriage way of the road or street.

The Act will, for the purposes of the undertaking, authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, or otherwise interfere with streets, turnpike roads, highways, paths, watercourses, sewers, drains, pavements, thoroughfares, ferries, water pipes, gas pipes, and electric telegraph pipes and apparatus within all or any of the parishes and places mentioned in this notice, and to purchase or acquire, by compulsion or agreement, or to take easements over lands, houses, ferries, rights, and hereditaments, and to erect offices, buildings, and other conveniences on any such lands, and to levy tolls, rates, and charges for the use of the proposed steam ferry and approaches, and for the use of the proposed tramways and works, and to confer exemptions from the payment of tolls, rates, or duties, and to confer, vary, or extinguish other rights or privileges. And the Act will enable the Company to raise money by the creation and issue of shares and stock, with or without preference or priority of dividend or interest or other special privileges, and by borrowing on mortgage or otherwise. And the Act will 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 any other iron rail, and to prohibit, except by agreement, the use of the proposed tramways by persons or corporations, other than the Company, with carriages with flange wheels or other wheels specially adapted to run on an edge rail or other iron rail, and to make provision for regulating or diverting the passage of traffic along the streets, roads, or places in, along, or across which the proposed tramways will be laid, and to enable the Company to make bye-laws with reference to the undertaking, and attach penalties to the breach of such bye-laws.

And the Act will enable the Company and the Lords Commissioners of the Admiralty, the Secre-

tary of State for War, Her Majesty's Commissioners of Woods and Forests, and the London, Brighton, and South Coast Railway Company, and the London and South Western Railway Company, and the several local boards having authority in the district, or some or one of them respectively, to enter into agreements with respect to the acquisition of lands, houses, and hereditaments, and the laying down, constructing, maintaining, and using the proposed steam ferry, tramways, and works connected therewith, or some of them, and for facilitating the passage of traffic over or along the same, and to enable such boards, commissioners, companies, and authorities, or any of them, to contribute moneys in aid of the undertaking, and to make and levy rates, and apply such rates, or a portion of their moneys, income, or receipts, in and towards such contributions, and to enable the Company to receive the same

And power will be taken in the Act to vary or extinguish all rights or privileges inconsistent with the objects of the Act, and to confer other rights and privileges, and all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1863, and 1869;" "The Companies' Clauses Consolidation Acts, 1845 and 1863;" "The Railways Clauses Acts, 1845 and 1863," will be incorporated with the said Act, and powers will be taken to amend, alter, or repeal some of the provisions of the following Acts: 9 and 10 Vict., cap. 283; 23 and 24 Vict., cap. 166; 27 and 28 Vict., cap. 177, and other Acts relating to the London, Brighton, and South Coast Railway; 4 and 5 William IV., cap. 88; 18 and 19 Vict., cap. 188; 23 and 24 Vict., cap. 185, and other Acts relating to the London and South Western Railway Company.

Duplicate plans and sections of the proposed tramways, ferry, approaches, and other works, showing the lines and levels of the said tramways, approaches, and other works, and the lands intended to be taken, with a published map and 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, with the Clerk of the Peace for the county of Southampton, at his office in Winchester in the said county, and a copy of so much of such plan, section, book of reference and notice as relates to the parish will be deposited for public inspection with the parish clerk of each of the said parishes of Portsea and South Hayling, at his residence, on or before the said 29th day of November.

Printed 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.

Yarmouth Pier, Isle of Wight.

(Application for Provisional Order for Powers to Erect a Pier, to levy Tolls, and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1873, by the Mayor and chief Burgesses of the borough of Yarmouth, in the Isle of Wight, otherwise South Yarmouth (hereinafter called the Corporation) for a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," "The General Pier and Harbour Act, 1861, Amendment Act," and "The Harbours Transfer Act, 1862," and any Act amending such Acts respectively, and any other

Acts and provisions of Acts which may be deemed necessary or expedient for effecting the objects intended, and to give to the Corporation the following, or some of the following, among other powers:—

To construct and maintain a pier, jetty, and landing place, with all proper works, approaches, refreshment rooms, and other conveniences connected therewith, for the embarking and landing of passengers, cattle, goods, and merchandize, and other purposes, commencing on the foreshore of the Solent sea, at the northern extremity of a certain street or lane in Yarmouth aforesaid, called Bank-street, and extending into the said sea in a northerly direction a distance of 700 feet or thereabouts from such point; which pier, jetty, landing place, works, and approaches, except so far as the same may extend beyond high water mark into the sea, will be wholly situate in the parish of Yarmouth, in the Isle of Wight and county of Southampton.

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

To deviate the said works laterally within the limits of deviation, to be defined upon the plans hereinafter mentioned.

To empower the Corporation to sell, lease, or let the whole or any part of the said undertaking, or the tolls, rates, and duties to be levied in respect thereof.

To borrow on mortgage or bond from, and, need be, authorise the Public Works Loan Commissioners, or any other body or persons to lend any moneys which may be required for the purposes of the said Provisional Order or for the construction and maintenance of the works to be thereby authorised.

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

To alter, amend, extend, enlarge, or repeal all or some of the provisions of "The Yar Bridge Act, 1858," so far as may be necessary for effecting the objects of the proposed Order, and to make other provisions in lieu thereof.

To incorporate with the said Provisional Order the whole or part of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Harbour Docks and Piers Clauses Act, 1847."

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

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

Dated this 17th day of November, 1873.

A. Harbottle Estcourt, Newport, Isle of Wight, Town Clerk of the borough of Yarmouth.

Robt. J. Pead, 4, Storey's-gate, Westminster, Parliamentary Agent.

In Parliament.—Session 1874.

Aberystwyth Corporation.

(Transfer of Aberystwyth Harbour and Property and Powers, &c., of Harbour Trustees to Corporation; Powers to Corporation to accept Transfer, and to manage and maintain the Harbour; Incidental Powers; to make Bye-laws, &c.; Arrangements with Mortgage and other Creditors, and provisions affecting their claims and rights, and enabling the Corporation to guarantee Payment of reduced Debts and Interest; Repeal of Sect. 14 of 6 William IV, cap. 41, relating to Aberystwyth Harbour, and providing for application of Harbour Funds; to Borrow Money; application of Corporation Funds; Transfer and Maintenance of Branch Railways; Compulsory Purchase of Lands; Dissolution of Harbour Trust; to levy and alter Tolls and Rates; Powers to Corporation to lease Corporation Lands and to accept surrenders of Leases; to fix Scale of Rents and other Payments on granting and renewal of Leases; Amendment and Repeal of Acts; Agreements, and other purposes.)

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

1. To transfer to and vest in, or to authorise and provide for the transfer to and vesting in the Mayor and burgesses of the town borough, and liberty of Aberystwyth (hereinafter called the Corporation) on such terms and conditions as have been or may be agreed upon, or as may be fixed by or under the provisions of the Bill, the harbour of Aberystwyth, and the whole undertaking, piers, jetties, breakwaters, docks, quays, wharves, landing places, shipping places, accesses, passages, ways, roads, tramways, railways, works, lands, storehouses, offices, buildings, landmarks, plant, quarries, property, appurtenances, matters, and things connected with the harbour of Aberystwyth, or now belonging to or held, used, and enjoyed by the trustees constituted and appointed by or acting under the local Acts relating to the harbour of Aberystwyth, 20 George III, cap. 26, and the 6th William IV, cap. 41, or either of them (hereinafter called "the harbour trustees"), and all rights, privileges, powers, and jurisdiction granted or conferred by the said Acts, or either of them, upon the harbour trustees, and the tolls, rates, duties, and charges leviable or receivable by the harbour trustees under the said Acts, or either of them, all which undertaking, piers, jetties, breakwaters, docks, quays, wharves, landing places, shipping places, accesses, passages, ways, roads, tramways, railways, works, lands, storehouses, offices, buildings, landmarks, plant, quarries, property, and effects, real and personal, appurtenances, matters and things, rights, privileges, powers, authorities, jurisdiction, tolls, rates, duties and charges (except where otherwise expressed, or where there be something in the context repugnant thereto), are hereinafter called and included in the term the "harbour undertaking."

2. To authorise the trustees to make such transfer of the harbour undertaking, and to enable the Corporation to accept such transfer, and to confer on them all necessary powers incidental thereto.

3. To authorise the Corporation to work, regulate, manage, improve, repair, and maintain the harbour undertaking, or such parts thereof; as may be needful or expedient, to provide, hire, and

use vessels, boats, and all necessary engines, plant, matters, and things, to appropriate or to sell, demise, let, and dispose of any part of the harbour undertaking, works, lands, and property vested, or to be vested, in them, as they may from time to time consider necessary or expedient, to make bye-laws, rules, and regulations with respect to the working and management of the harbour and other matters and things relating thereto, and to use and exercise all the powers, rights, privileges, authorities, and jurisdiction conferred by the said Acts, or either of them, on the harbour trustees, and all other powers, rights, and privileges to be conferred by the said Bill, which may be necessary or expedient for the working, regulation, management, improvement, disposal, and maintenance of the harbour undertaking, works, lands, and property connected therewith, or the objects of the Bill, or any of them.

4. To enable the Corporation to enter into and carry into effect agreements or arrangements with the holders of, and otherwise to provide for ascertaining and determining the amount and value of the mortgages, bonds, and other debts and securities incurred or issued by the harbour trustees, and to cancel and extinguish either in whole or in part the principal and interest moneys, or either of them, due in respect thereof, to reduce the amount or rate of interest to be payable in respect thereof, and to extinguish, defer, or suspend the accrual and payment of such interest for such period or periods as may be agreed on, or as may be fixed by the Bill, to authorise and provide for the Corporation paying or guaranteeing the payment of the amount or value of the said principal moneys and interest, as ascertained and determined, or as may be provided by the Bill, by and out of the funds, rates, duties, and revenues belonging to, or levied, or received by them under the authority of the Acts relating to the harbour undertaking, or of the Bill, or out of the rents and profits of the Corporation lands, hereditaments and tenements, or some part thereof, or other revenue belonging to them, or from and out of any moneys to be borrowed under the authority of the said Acts, or either of them, or of the Bill, to authorise the Corporation to cancel and annul any mortgages, bonds, obligations, or other securities issued by the harbour trustees, and to issue mortgages, bonds, obligations, and other securities in lieu thereof, to alter, vary, suspend, repeal, or extinguish all or any existing rights and privileges of mortgages, bondholders, tally-holders, and other creditors, as may be provided in the Bill, and particularly to alter, amend, or repeal the 14 sec. of the said Act of the 6 William IV., cap. 41, providing for the application of the moneys to be received by the harbour trustees under the said Acts relating to the harbour undertaking, or either of them, and to make other provisions for that purpose affecting the rights of mortgagees, bondholders, tally-holders, and creditors in lieu thereof, and to make such moneys to be received by the Corporation from the harbour undertaking applicable in the first instance to the working, maintenance, and repair of the harbour undertaking, or otherwise, as the Bill may provide. To enable and require trustees, executors, guardians, and persons having only limited interests, or being under any disability, and entitled to or interested in any mortgage, bond, or other security issued or made by the harbour trustees to consent to and concur in any arrangement which may be made under the powers of the Bill for the settlement of any debts or claims, or to forego any part thereof, and to accept other security or securities in lieu of that

or those now held by such persons for the whole or part only of such debt or claim.

5. To authorise the Corporation to borrow money for the purposes of the harbour undertaking and of the Bill on the security of the harbour undertaking, and of the tolls, rates, duties, and charges which they may be authorised to levy under the authority of the said Acts relating to the harbour or of the Bill, or upon security of the Corporation property, or any part thereof, and to apply the funds, rates, duties, and revenues belonging to or levied or received by them under the authority of the Acts relating to the harbour or of the Bill, or otherwise, or so much thereof as may be required for the purposes of the Bill.

6. To authorise or confirm the construction and maintenance of a branch railway, tramway, or siding already constructed, with all needful works, approaches and conveniences, situate in the parishes of Llanfihangel Lledrod, otherwise Lledrod, and Ystrad Meirig, otherwise Ysppyty Ystrad Meirig, or one of them, in the county of Cardigan, commencing by a junction with the Manchester and Milford Railway, at a point measured in a north-westerly direction along the last-mentioned railway, 132 yards or thereabouts from the post marked $\frac{3}{4}$, and denoting $28\frac{1}{2}$ miles from Pencader, and terminating in or near to a quarry abutting on the public road leading from Aberystwyth to Ystrad Meirig, and belonging, or reputed to belong, to William Evans, and in the occupation of the Harbour trustees.

7. To cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, drains, streams, and watercourses, so far as may be necessary in constructing, maintaining, or using the said branch railway, tramway, or siding and works.

8. To enable the Corporation to purchase, compulsorily and by agreement, lands, houses, or other property, for the purposes of the said branch railway, tramway, or siding and works, or for the harbour undertaking, and also a certain stone quarry, and lands adjoining thereto, situate in the parish of Ystrad Meirig, otherwise Ysppyty Ystrad Meirig aforesaid, and belonging, or reputed to belong, to William Evans, and to vary and extinguish all rights and privileges connected with such lands and property which would interfere with, or prevent, the carrying into execution of any of the objects of the Bill.

9. To enable the Harbour trustees to transfer and assign to, and the Corporation to accept transfers or assignments of all contracts, agreements, leases or agreements for leases of lands held by them, and also an agreement or contract between the Harbour trustees and Henry Enfield Taylor, having reference to the making, maintenance, and user, of a branch railway or tramway from the Manchester and Milford Railway to the harbour of Aberystwyth, and to confirm any agreements relating thereto, already made, and to empower the Corporation to enter into further agreements with reference to any of the purposes aforesaid.

10. To terminate, wind up, or dissolve, the trust relating to the harbour undertaking created by the said Acts, or either of them.

11. To continue or to alter and vary the existing tolls, rates, and duties, or any of them, leviable under the authority of the said Acts relating to the harbour undertaking, or to repeal the said tolls, rates, and duties, or any of them in whole or in part; and to levy new or increased tolls, rates, and duties, in respect of the harbour undertaking; and to confer, vary, or extinguish

exemptions from payment of the several existing or new tolls, rates and duties, or any of them.

12. To authorise the Corporation to demise and lease for 75 years, or such other term as may be prescribed by the Bill, renewable in perpetuity or otherwise, and upon building leases or otherwise, any of the lands, houses, buildings, and tenements belonging to or vested in the Corporation, upon payment of an annual reserved rent, and with or without a fine or premium, or subject to such other rent or money payment as may be prescribed by the Bill, and upon and subject to such terms and conditions as the Corporation may deem expedient, or as may be agreed upon between the Corporation and such lessee, or intended lessee, or as may be prescribed by the Bill.

13. To enable trustees, executors, guardians, and persons having a limited interest in or being under any disability, holding, or being interested in any lands, houses, buildings, and tenements, the property of, and held under leases granted by the Corporation, whether under any disability or not, to surrender and determine such leases, and to accept new leases in lieu thereof for 75 years, or such other term as may be prescribed by the Bill, renewable in perpetuity or otherwise; and upon payment of such annual or other reserved rents, and of such fines or premiums or other money payment as may be prescribed by the Bill, and upon such terms and conditions as the Corporation may deem expedient, or as may be agreed upon between the Corporation and such lessees, or intended lessees, or as may be prescribed by the Bill, and to enable the Corporation to accept such surrenders, and to grant such new leases.

14. To define and fix a scale of annual or other rents, fines, premiums, or other payments to be made to, and taken by the Corporation on the granting of leases of the Corporation lands, houses, buildings, and tenements, whether such leases be granted in connection with the surrender of an existing lease or leases or not, and the Bill will provide for the appropriation of the moneys to be received by the Corporation in respect of such fines, annual rents, and other payments to the harbour undertaking, in the reduction of the borough rates, or in carrying into effect works of public utility, and improvements within the said borough, or otherwise in the manner and to the purposes to be specified in the Bill.

15. To vary or extinguish all existing rights and privileges, in or connected with the harbour undertaking, and all other rights and privileges which might in any manner interfere with or prevent the execution or attainment of the objects of the said Acts, and the Bill, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

16. To alter or amend the said Acts 20 Geo. III, cap. 26, and 6 William IV, cap. 41, relating to the harbour undertaking, or to repeal the said Acts, in whole or in part, and to consolidate and re-enact the powers and provisions thereof, or some of them, with such new or additional powers and provisions as may be necessary or expedient for carrying into effect the objects of the said Acts and of the Bill, and to alter, amend, enlarge or repeal, so far as may be necessary for the objects of the Bill, the following Acts, local and personal, that is to say:—The 16 and 17 Vic., cap. 143, and all other Acts relating to the Cambrian Railway Company, the Manchester and Milford Railway Act, 1860, and all other Acts relating to the Manchester and Milford Railway Company, the Municipal Corporation Act, 5 and

6. William IV; cap. 76, the 6 and 7 William IV, cap. 104, entitled "An Act for the better administration of the Borough Fund in certain Boroughs."

17. The Bill will incorporate such provisions as may be necessary or expedient of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869: the Railways Clauses Consolidation Acts, 1845 and 1863; and the Harbours Docks and Piers Clauses Act, 1847.

18. On or before the 29th day of November instant, maps, plans, and sections of the said branch railway, tramway, or siding, and plans of the land proposed to be taken compulsorily, with a book of reference to the plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwyth, and a copy of so much of the plans, section, and book of reference, as relates to each parish in or through which the said branch railway, tramway, or siding is made, or in which any lands, houses, or other property is intended to be taken, with a copy of the said Gazette notice will, on or before the same 29th day of November instant, be deposited with the parish clerk of each such parish, at his residence.

Printed copies of the 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 13th day of November, 1873.

J. J. Attwood,
W. H. Thomas, } Solicitors for the
Aberystwyth, } Bill.
Marriott, Jordan, and Cooper, 3, West-
minster Chambers, London, S.W., Par-
liamentary Agents.

In Parliament.—Session 1874.

Woodcote Water.—Incorporation of Company.
(Construction of Waterworks and supply of Water to Woodmansterne, Woodcote, Wallington, Chipstead, Banstead, Beddington, Carshalton, Kew, Epsom, Morden, Mitcham, Merton, Wimbledon, Wandsworth, Mortlake, Barnes, Putney, Petersham, Kingston, West Sheen, Richmond, and other places in the county of Surrey; Compulsory purchase of Lands; Power to levy Rates, &c. Incorporation of Acts.)

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

1. To incorporate a Company (hereinafter called the Company), and to enable the Company to make and maintain the waterworks hereinafter mentioned, or some of them, or some part or parts thereof, with all needful works connected therewith, for the purpose of supplying with water the parishes, townships, and places following, or some part or parts thereof, namely, Woodmansterne, Woodcote, Banstead, Chipstead, Walton-on-the-Hill, Wallington, Buckland, Epsom, Cuddington, Cheam, Sutton, Carshalton, Beddington, Mitcham, Morden, Merton, Malden, Kingston, Wimbledon, Wandsworth, Putney, Richmond, West Sheen, Petersham, Ham, Mortlake, Kew, and Barnes, in the county of Surrey.

2. To construct and maintain all or some of the following works, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, cuts, mains, pipes, tunnels, channels, levels, hydrants, dams, weirs, gauges, stop valves, valves, engines, wells, drains, and other conveniences, and appliances connected therewith respectively (that is to say):—

(a) Shafts or wells with bore holes (to be sunk

to an uncertain depth) with underground adits or tunnels to communicate with such shafts or wells, and a pumping station with steam engines and engine houses and pumps, pipes, softening tanks, and other works and conveniences connected therewith, to be wholly situated in the parish of Carshalton, in the county of Surrey, adjoining the south side of the Epsom and Croydon Railway, of the London, Brighton, and South Coast Railway Company, and in the north-east portion of a field numbered 353 upon the Ordnance map, on the scale of 25'344 inches to a mile.

(b) A drain or aqueduct commencing in the aforesaid pumping station hereinbefore described, and passing in a northerly direction along or under the surface of the bridge carrying the road over the Epsom and Croydon Railway, which road leads from "No Man's Land," along Park-lane to Carshalton, which drain or aqueduct will terminate in the parish of Carshalton by a junction with the River Wandle, on the north side of the bridge, crossing the said river in the road leading from Carshalton Rectory to the Infant School, all which works will pass through or into the said parishes or places of Beddington, Carshalton, and Wallington.

(c) A line of aqueduct pipes or mains, to be situate in the said parishes of Carshalton and Beddington, commencing in the aforesaid shaft or pumping station, thence passing in a southerly direction under or along the road from Carshalton to "No Man's Land," and thence along or through roads and private property to the north-west of Woodcote Lodge, in the said parishes of Carshalton and Beddington, and terminating at or in the northerly side of the intended covered service tank next hereinafter described.

(d) A covered service tank (circular) about 50 yards in diameter, to be wholly situate in the said parish of Carshalton, and in the southern side of a field, No. 403 upon the Ordnance map on a scale of 25'344 inches to the mile, such covered tank being distant about 8 chains from the south-west corner of the said field, measured in a south-easterly direction.

(e) A pumping station on the north side and within the last-mentioned field, at or near a point 9 chains south-west of the junction of Little Woodcote-lane with the road leading from Little Woodcote to "The Oaks."

(f) A line of aqueduct pipes or mains, commencing in the said parish of Carshalton by a junction with the aqueduct pipes or mains, lastly before described, at a point distant in a south-westerly direction, about nine chains from the junction of "Little Woodcote-lane," with the road leading from "Little Woodcote" to the "Oaks," and thence passing into and along Croydon-lane, to and through Banstead, and along the road leading from Banstead beyond and east and south of All Saints Church, thence past Garratts Hall to Tumble Farm, and Church-lane, and into and in a southerly direction, along the road leading from Richardsons Hill to Burgh Heath, as far as the milestone indicating 3 miles from Ewell, and terminating in the covered service tank hereinafter described, and situated in the said parish of Banstead, which line of aqueducts, pipes, or mains will pass through or into the said parishes or places of Carshalton, Woodmansterne, and Banstead.

- (g) A covered service tank (circular) about 30 yards in diameter, wholly situate in the said parish of Banstead, in a field abutting on the turnpike road, and immediately west of the mile post indicating 3 miles from Ewell, such field being numbered 186 upon the Ordnance map on the scale of 25'344 inches to the mile, such tank being about 2 chains distant from and south of the south-east corner of the said field.
- (h) A line of aqueduct pipes or mains, commencing at the said first-mentioned Pumping Station, and passing in a northerly and westerly direction through Carshalton, Wallington, Beddington, Beddington Corner, Mitcham, Morden, Jacob's Green, Tooting, Merton, Wimbledon, all in the county of Surrey, and terminating in the said parish of Wimbledon, in the turnpike road, immediately in front of the principal entrance to the Rose and Crown Hotel.
- (i) A line of aqueduct pipes or mains, commencing by a junction with the last mentioned line of aqueduct pipes or mains at its point of determination as above described and passing in a northerly and westerly direction through Wimbledon, Wandsworth, Putney, East Sheen, Roehampton, Barnes, Mortlake, Kew, Richmond, West Sheen, and Petersham, all in the county of Surrey, and terminating in the road in front of the principal entrance to the Star and Garter Hotel in the said parishes of Richmond, and Petersham, or one of them.
3. To lay down, maintain, repair, and renew dams, sluices, conduits, aqueducts, pipes, and other works, in and through the district intended to be supplied with water; and to cross, alter, break up, divert, or stop up, either temporarily or permanently, any turnpike, or other roads, ways, streets, footpaths, bridges, public places, railways, tramways, canals, towing paths, rivers, sewers, drains, streams, and watercourses in the parishes and places aforesaid, as may be expedient to cross, alter, break up, divert, or stop up, for the purposes of the Bill.
4. To purchase, take, and hold compulsorily, or by agreement, lands, houses, and other hereditaments for the purposes of the undertaking, and also to take and acquire easements in and over the same, and to vary or extinguish all rights and privileges connected with such lands, houses, and other hereditaments, and all other rights, and privileges inconsistent with the objects and purposes of the Bill.
5. To supply water for domestic, public, trading, and other purposes; and to demand, collect, and receive rates, rents, and charges for such supply, to confer, vary, or extinguish exemptions from the payment thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.
6. To enable the Company and all Local Boards of Health, Town Commissioners, companies, trustees, surveyors, and other bodies, within the limits of the Bill, to contract and agree with respect to the supply of water in bulk, or otherwise, for any purpose whatsoever, and to enable such Local Boards of Health, Town Commissioners, companies, trustees, surveyors, and other bodies and persons to appropriate and apply funds, and to raise additional funds by rates, or otherwise, for such purposes.
7. To confer upon the Company powers for preventing their water from being polluted, wasted, or improperly taken or used, and for pre-

venting any improper or unauthorised interference with their water or works.

8. To take power to provide meters for parties supplied with water for certain purposes, and to charge for the use of meters and for the supply of water by meter.

9. To incorporate all or some of the provisions of "The Lands Clauses Consolidation Acts 1845, 1860, and 1869," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Waterworks Clauses Acts, 1847, and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

10. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, and 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, 1873, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office, North-street, Lambeth, and before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each parish in or through which the intended works will be made, or in which any lands, houses, and property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of the parishes of Wandsworth and Putney with the clerk of the Wandsworth District Board of Works at his office, 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.

11. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the 21st day of December, 1873.

Dated this 12th day of November, 1873.

Marriott, Jordan, and Cooper, 3, Westminster Chambers, Victoria-street, Parliamentary Agents.

In Parliament.—Session 1874.

Broadstairs Water.

(Powers to maintain existing Waterworks, &c., and to supply Water; to break up Streets; to levy Rates and Charges; Purchase and Lease of Lands by Agreement; Incorporation of Company, and Purchase by them of Undertaking; to raise Money by Shares and Borrowing; to confer Rights and Privileges; Special Provisions as to Limitation of Supply, and for Protection of Undertaking; Amendment of Acts; and other powers.)

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

1. To enable Richard Richardson, of Wrotham House, Broadstairs, in the parish of St. Peter the Apostle, in the county of Kent, Esquire, and John Kyme Wright, of Clifton House, in the parish of Ealing, in the county of Middlesex, Gentleman, or either of them, and any other person or persons to be named in the Bill, or a Company to be incorporated by the Bill, to maintain the existing waterworks situate at or near Broadstairs, in the said parish of St. Peter the Apostle, upon land belonging to the said Richard Richardson and John Kyme Wright, or one of them, and bounded on the westerly side thereof by the London, Chatham, and Dover Railway; on the

southerly side by the public highway, called or known as the Ramsgate Road, leading from Broadstairs to Ramsgate; and on the northerly and north-easterly sides by other land belonging to the said Richard Richardson; and to maintain the mains, pipes, and apparatus laid down in connection therewith, in the parish of St. Peter the Apostle aforesaid, and which waterworks, mains, pipes, and apparatus belong to the said Richard Richardson and John Kyme Wright, or one of them, and are hereinafter included in the term "undertaking," and powers will be taken from time to time to alter and improve the same, and to effect the objects, or some of the objects, hereinafter mentioned, viz. :—

2. To supply with water, for public and private purposes, the town or ville of Broadstairs, in the parish of St. Peter the Apostle aforesaid, and the said parish of St. Peter the Apostle, or some part or parts thereof, respectively.

3. To maintain, alter, or renew any existing mains and pipes laid down by the said Richard Richardson and John Kyme Wright, or either of them, within the limits to be supplied with water, and to lay down and place mains and pipes in, through, across, along, over, or under streets, roads, highways, lanes, footways, rivers, railways, and other passages and places within the town or ville and parish aforesaid; and to break up and interfere with such streets, roads, highways, lanes, footways, bridges, railways, and other passages and places, and also, sewers, drains, or pipes in, over, or under the same.

4. To manufacture, purchase, or hire water meters, fittings, and other apparatus, and to sell or let the same.

5. To levy water rates, rents, and charges for the sale and supply of water and of water meters, fittings, and other apparatus; and confer, vary, or extinguish exemptions from payment of rates and duties, and to authorise contracts and agreements with any local board or other local authority, highway board, railway and other companies or public body, with reference to the supply of water or otherwise.

6. To purchase by agreement or take on lease and hold and to vest in them respectively lands, houses, buildings, water springs, and property or easements in or over the same, within the town or ville and parish aforesaid, for the purposes of or both or either of them, or connected with their undertaking; and to sell, lease, or otherwise dispose of any lands not required for the purposes of the undertaking.

7. To incorporate a Company, and to authorise such Company to purchase and to provide for the purchase of the said undertaking by, and the vesting of the same in such Company, and to empower such Company to raise money for that purpose, or for the general purposes of the undertaking by the creation of shares and stock, or by borrowing on mortgage or otherwise, and to create and issue debenture stock.

8. To vary and extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges, and all powers, rights, and privileges necessary or expedient for effecting the objects of the Bill, or in relation thereto.

9. To limit and restrict, if thought expedient, the supply of water under the powers of the Bill, to the lessees, occupiers, or other tenants of lands, houses, buildings, and other property of or belonging to the said Richard Richardson and John Kyme Wright, their heirs and assigns, or to either of them, or to them, and any other person or persons, their or any or either of their heirs and assigns, situate in the town or ville and

parish aforesaid, or both or either of them, or to the inhabitants of a certain part or parts of the town or ville and parish aforesaid, or both or either of them, to be defined in the Bill, and to make any special provisions in the said Bill which may be needful or expedient with reference to that object.

10. To make special provision for the protection of the undertaking, works, property, and water supply of the said Richard Richardson and John Kyme Wright, or one of them, and for defining and regulating their limits of supply or their supply.

11. To incorporate with the intended Act (with such alterations or variations as may be thought fit) all or some of the provisions of "the Waterworks Clauses Acts, 1847 and 1863;" "the Companies Clauses Consolidation Acts, 1845 and 1863;" "the Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and to exempt the undertakers, whether the persons aforesaid or a company, from the provisions of "the Waterworks Clauses Act, 1847, with respect to the supply of water to be furnished by the undertakers.

12. To alter, amend, vary, or repeal the Act (local and personal) of the 16th and 17th Vic., cap. 182, and any other Act or Acts relating to the London Chatham and Dover Railway Company.

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

Dated this 10th day of November, 1873.

Marriott, Jordan, and Cooper, 3, Westminster Chambers, S.W., Solicitors and Parliamentary Agents.

In Parliament.—Session 1874.

Harrow, Edgware, and London Railway.

(Abandonment of Railway.—Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament next session for an Act to authorise the Harrow, Edgware, and London Railway Company to abandon and relinquish the construction of the railway authorised to be made by the "Harrow, Edgware, and London Railway Act, 1869," and to repeal that Act and also the "Harrow, Edgware, and London Railway Act, 1871," authorising the Harrow, Edgware, and London Railway Company to enter into working arrangements with the Great Northern Railway Company. And to provide for the payment out of Court of the money deposited with the Court of Chancery, as in the said Act of 1869 mentioned, and to release the Company from all penalties for not completing or opening the railway, and to vary or extinguish all rights, privileges, agreements, contracts, and arrangements which would interfere with the objects of the intended Act.

On or before the 20th day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1873.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster.

In Parliament.—Session 1874.

Canterbury and Herne Bay Railway.

(Abandonment of Railways authorized by "The Canterbury and Herne Bay Railway Act, 1872:")

—Dissolution of Company; Repeal of Acts, &c.)

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

To authorize the Canterbury and Herne Bay Railway Company (hereinafter called "the Company") to abandon and relinquish the construction of the whole of the railways and works, authorized by "The Canterbury and Herne Bay Railway Act, 1872."

To provide for the release of the deposits made in the name of the Accountant-General of the Court of Chancery in England, in respect of the application to Parliament for the said Act, and of any interest or dividends which have accrued or may accrue on the said deposit, or any part thereof.

To dissolve the Company, and to make provisions for winding up their affairs, and the discharge of their debts and liabilities, and for cancelling all bonds, contracts, and agreements, of or with the said Company, and for the release of the Company from all liabilities in respect of their railways and works before referred to.

To make all provisions incidental or necessary to the purposes aforesaid, and to vary or extinguish all rights and privileges which will interfere with the object of the Bill.

To repeal, alter, or amend, the powers and provisions of the Canterbury and Herne Bay Railway Act, 1872, and so much as may be necessary, of any other Act or Acts relating to or affecting the Company.

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

Dated this 11th day of November, 1873.

Sankey, Son, and Flint, Canterbury, Solicitors for the Bill.

Marriott Jordan and Cooper, 3, Westminster Chambers, Victoria-street, Parliamentary Agents.

In Parliament.—Session 1874.

Milford Docks.

(Incorporation of Company, Construction of Docks, Arrangements with Great Western Railway Company, the Milford Railway Company, and the Milford Haven Dock and Railway Company, and Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company") and to enable them to make and maintain the following works:—

A dock and two graving docks with suitable piers, walls, locks, gates, bridges, arches, quays, landing-places, avenues, approaches, wharves, depôts, coal tips, warehouses, buildings, reservoirs, works, and conveniences connected therewith, at or near Milford Haven, and in or near the estuary or pill called Hubberston Pill, near the Milford Railway Company's station at Milford and land adjoining the same, which said docks, approaches, and works, or some of them, will be situate within the several parishes and extra-parochial or other places of Steynton, Hubberston, Milford, Hakin, Hubberston Pill, Priory Pill, Goose Pill, Haven's Head, and Milford Haven, all in the county of Pembroke, one of such graving docks being situate in the parish of Hubberston aforesaid, on the westerly side of the entrance to the said dock, and bounded on its northerly end by the existing graving dock, on its southerly end by Milford Haven, on its easterly side by the lock entrance to the said dock, and on its westerly side by the town of Hakin and the other of such graving docks, being situate partly in the parish of Steynton and partly in the parish of Hubberston aforesaid, on the easterly side of the entrance to the said dock, and bounded on

its northerly side by the said dock, on its southerly side and westerly end by Milford Haven, and on its easterly end by the railway of the Milford Haven Dock and Railway Company, and the landing slip at the town of Milford.

To enable the Company in the construction and maintenance of the said docks and works, or any or either of them, to alter, stop up, and divert roads, streams, watercourses, rivers, drains, sewers, tramways, and navigations, within or adjoining the above-mentioned parishes and places, or any of them, and to impound for the purposes of the said proposed docks the waters of Hubberston Pill, Priory Pill, and Haven's Head, aforesaid.

To purchase by compulsion or agreement lands, houses, and other property for the purposes of the said docks and works, or any or either of them, to vary and extinguish existing rights and privileges in and over such lands, houses, and property, and in and over the said Pills and waters, and to levy tolls, rates, and charges for and in respect of the use of the said intended docks and works, or any or either of them, and to alter existing tolls, rates, and duties.

To enable the Company and the Great Western Railway Company, and the Milford Railway Company, and the Milford Haven Dock and Railway Company, or any of them, from time to time to enter into agreements with respect to the construction, maintenance, working, and use by the Great Western Railway Company, the Milford Railway Company, and the Milford Haven Dock and Railway Company, or some of them of the proposed docks and works, or any or either of them, or any part thereof, and the use by the Company of any part of the undertaking of the Great Western Railway Company, the Milford Railway Company, and the Milford Haven Dock and Railway Company, and the payments to be made and the conditions to be performed with reference to such construction, maintenance, working, and use, and also with respect to the division and appropriation of the revenue to arise from the undertakings comprised in the agreement.

To empower the Great Western Railway Company to take and hold shares in and subscribe towards the intended undertaking or any part thereof, and for these purposes to empower the Great Western Railway Company to apply their corporate funds and to raise further capital by the creation of new shares or stock, with or without preference or priority in payment of interest or dividends, or other privileges, or by borrowing on mortgage, and to empower the Great Western Railway Company to appoint directors of the Company.

To alter, amend, extend, and enlarge so far as may be necessary for the purposes aforesaid, all or some of the powers and provisions of the Local and Personal Acts, 5 and 6 William 4, cap. 107, the Great Western Railway (West Midland Amalgamation) Act, 1863, the Great Western Railway (South Wales Amalgamation) Act, 1863, the Great Western Railway Act, 1869, the Great Western Railway Act, 1872, and all other Acts relating to or affecting the Great Western Railway Company—the 19 and 20 Vict., cap. 14, the 26 and 27 Vict., cap. 200, and all other Acts relating to the Milford Railway Company, the 27 and 28 Vict., cap. 256, the 20 and 21 Vict., cap. 74, the 32 and 33 Vict., cap. 97, the 30 George 3, cap. 55, entitled, "An Act to enable Sir William Hamilton, Knight of the Most Honourable Order of the Bath, his heirs and assigns, to make and provide quays, docks, piers, and other erections, and to establish a market with proper roads and

avenues thereto respectively within the Manor or Lordship of Hubberston and Pill, in the county of Pembroke," the 23 and 24 Vict., cap. 156, the 26 and 27 Vict., cap. 163, the 30 Vict., cap. 6, the 33 and 34 Vict., cap. 49, and all other Acts relating to the Milford Haven Dock and Railway Company.

And notice is hereby further given, that duplicate plans and sections, describing the situation and levels of the said intended docks and works, and the lands, houses, and other property in or through which the same will be made, or which may be taken, used, or occupied 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, before the 30th day of November, 1873, be deposited with the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest, and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes in or through which the said intended docks and works are respectively proposed to be made; and also a copy of this notice, as published as aforesaid, will be deposited before the said 30th day of November with the parish clerk of each such parish at his residence; and in the case of any extra-parochial lands, with the clerk of some adjoining parish at his place of abode.

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

Dated this 10th day of November, 1873.

Marriott, Jordan, and Cooper, 3, Westminster Chambers, Victoria-street, S. W.,
Parliamentary Agents.

In Parliament—Session 1874.

Aberdare and Aberaman Gas.

(Purchase of and Transfer to the Aberdare and Aberaman Consumers' Gas Company of the Gas Works and Undertaking of the Aberdare Gas Company; Power to accept shares of Company in payment of purchase money, and to provide for the sale of shares and distribution of proceeds; Application of corporate funds and capital powers of the Company; Further money powers, transfer of mortgage and other debts, and provisions for payment thereof; Confirmation of and agreements between the two Companies; Dissolution of Aberdare Gas Company; Powers to maintain and use gas works and lands of Aberdare Gas Company; Sale or lease of lands; Amendment of existing Act; Alteration of gas rents and charges; To levy differential and other rents and charges; Amendments of Acts and other powers.)

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

1. To authorise and provide for the purchase of, transfer to, and vesting in the Aberdare and Aberaman Consumers' Gas Company (hereinafter called the Company), upon such terms and conditions as have been or may be agreed upon, or as may be prescribed by the intended Act, of the undertaking, gas works, lands, plant, mains, pipes, property, estate, and effects, whether real or personal, rights, easements, powers, and privileges of the Aberdare Gas Company (hereinafter called the Old Company).

2. To authorise the directors, shareholders, and members of the Old Company, to accept and hold shares and stock in the Company, to be created, issued, or transferred by them in pay-

ment of the purchase money or sum agreed to be paid for the transfer of the Old Company's undertaking; and to provide for the distribution of all or any such shares or stock amongst the shareholders or members of the Old Company, and also, if need be, for any of the purposes of the Old Company, to provide for the sale or conversion into money of all or any such shares or stock, and the payment or distribution of the same by the directors of the Old Company amongst the shareholders, members, and other persons having claims and demands upon the Old Company.

3. To authorise the Company, for all or any of the purposes of the intended Act, to apply their corporate funds and capital powers, and for such purposes and for the general purposes of their undertaking, to create and issue any shares or stock they are now entitled to create and issue, and also to raise further capital, and to create new shares and stocks with or without a preference or priority in payment of interest or dividend, and other special privileges; and to borrow further moneys, and to grant mortgages, bonds, and securities. And also to authorise and provide for the Company taking upon themselves and discharging the mortgage, bond, or other specialty debts of the Old Company, or incurred by them, or any of their directors, shareholders, or members, on behalf of the Old Company.

4. To confer upon the Company and the Old Company all necessary powers for effecting the objects of the intended Act, and to confirm, sanction, and give effect to agreements between the Company and the Old Company, and their respective directors, shareholders, and members, and to enable them to enter into other agreements, if needful, for all or any of the objects of the intended Act.

5. To provide for the dissolution of the Old Company and the disposal of their assets and the payment of their debts and liabilities.

6. To enable the Company to maintain and use the existing gas works of the Old Company, and to use for all or any purposes incidental to the business of a Gas Company, including the manufacture and storing of gas, and any residual products arising in the manufacture of gas upon the lands and tenements now held and used for those purposes or any of them by the Old Company, which lands and tenements are situate and bounded as follows, that is to say:—Lands occupied by the Old Company's Gas Works, and other apparatus, and buildings and land used in connection therewith, situate in the parish of Aberdare, in the county of Glamorgan, bounded on the north by land belonging or reputed to belong to Griffith Davies, on the east by the Taff Vale Railway, and on the west and south in part by land belonging or reputed to belong to David Davis, Lewis Davis, and Frederick Davis, and Richard Williams, in other part by a house and land belonging or reputed to belong to Richard Thomas Roberts and Lewis Theophilus Roberts.

7. To enable the Company to sell, demise, or let all or any of the lands, buildings, and tenements now belonging to or held and used by the Old Company, and transferred or to be transferred to the Company.

8. To alter, amend, vary, enlarge, or repeal all or some of the provisions of "The Aberdare and Aberaman Gas Act, 1869," particularly the 45th Section of that Act, and to substitute such maximum or limited price or prices of gas according to the locality supplied, or otherwise as the intended Act shall provide, or as Parliament shall fix and determine, in lieu of the maximum or limited price in such section mentioned, and if

expedient to provide for the alteration from time to time of such or any other maximum or limited price or prices in proportion to the costs for the time being of the labour and materials employed in the manufacture of gas, or otherwise as may be provided by the intended Act.

9. To levy, demand, and recover differential and other rates, rents, and charges, and to alter and if need be to increase existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, and charges.

10. To vary or extinguish any rights and privileges which it may be necessary or expedient to vary or extinguish for the purposes of the intended Act, and to confer other rights and privileges.

11. To incorporate with the intended Act (so far as they are applicable and except so far as they may be expressly varied thereby), all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Gas Works Clauses Act, 1847."

12. On or before the 20th day of December next, printed copies of the Bill will be deposited in the private Bill Office of the House of Commons.—Dated this 15th day of November, 1873.

Linton and Williams, Aberdare, Solicitors for the Bill.

Marriott, Jordan, and Cooper, 3, Westminster Chambers, London, S.W., Parliamentary Agents.

In Parliament.—Session 1874.

Acton and Hammersmith Railway.

(Incorporation of Company for making Railway to unite the North and South Western Junction and Hammersmith Extension Railways; Alteration of North and South Western Junction Railway Acton Station, and construction of New Station and Approaches and alteration of existing Roads; Working Arrangements with Midland, London and North Western, North London, Hammersmith Extension, and Metropolitan District Railway Companies; Powers to Midland and Metropolitan District Railway Companies as to Guarantee; 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:

1. To incorporate a Company (herein referred to as "the Company") and to enable them to make and maintain a railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence in the parish of Acton by a junction with the North and South Western Junction Railway, at a point about three chains north of the bridge carrying that Railway over the Uxbridge Road, and to terminate in the parish of Saint Paul Hammersmith, in the county of Middlesex, by a junction with the authorised Hammersmith Extension Railway at a point situate seven chains or thereabouts from the authorised termination of that railway at Hammersmith.

The said Railway will be wholly situate in the parishes of Acton and Saint Peter and Saint Paul Hammersmith, in the county of Middlesex.

2. Also to enable the Company to remove the existing Acton Station of the North and South Western Junction Railway Company, and to construct a new station instead thereof, with all necessary platforms, sidings, works, and buildings connected therewith, on both sides of the North and

South Western Junction Railway; such new station to be constructed in the said parish of Acton, adjoining the North and South Western Junction Railway, at a point about 100 yards northward of the proposed point of junction of the intended railway with that Railway, measuring along the line of that Railway, and in connection with the said new station it is intended to apply for the following powers:

(a) To alter the existing siding close to the existing station;

(b) To empower the Company and the North and South-Western Junction Railway Company, and all or any of the Companies to whom the North and South-Western Junction Railway is leased, to agree as to the construction of the said new station and works connected therewith, and as to the joint use and occupation thereof, and to enable the Company, and all Companies lawfully using their railway, to use such station and so much of the North and South-Western Junction Railway as may lie between such station and the proposed railway of the Company, upon such terms and conditions as may be agreed upon, and to refer to arbitration any question which may arise between the Companies as to such terms and conditions, or the construction, use, and maintenance of such station, or any matter connected therewith.

(c) To widen and alter the levels of Churchfield-road, in the said parish of Acton, and to carry the same under the North and South-Western Junction Railway, instead of its being crossed as now on the level by that railway; the said widening will be made on the east side of the present level crossing, and for a distance of about 150 yards therefrom, and the alteration of levels will commence at or about a point measuring 125 yards westwardly from the level crossing, and terminate at the point up to which the said widening will extend, and consequent upon such alterations of Churchfield-road it is intended to alter the levels of, amongst other roads, the following from the respective points where those roads now join the said Churchfield-road, namely Cowper-road for a distance of about 20 yards, Milton-road for a distance of about 30 yards, Birkbeck-road for a distance of about 33 yards, and Goldsmith-road for a distance of about 120 yards.

(d) To construct two approach roads in the said parish to the said intended new station from the Birkbeck-road. One of the said approaches will commence from the said road at or near a point in that road about 60 yards north of where that road joins the Uxbridge-road, and the other will commence from the said Birkbeck-road at a point about 33 yards from where the said road joins Churchfield-road.

(e) To construct on the opposite side of the North and South-Western Junction Railway in the said parish, an approach for foot-passengers to the said station, which said foot-road will commence at the said Uxbridge-road at a point about 30 yards eastward of the bridge carrying the North and South Western Junction Railway over that road, and terminate in the Churchfield-road at a point about 30 yards measured in an easterly direction along the said Churchfield-road from the before-mentioned level crossing.

3. To enable the Company to use and appropriate any road, street, or thoroughfare for the purposes of the said intended railway and works, and to divert or remove all gas, water, and other

pipes, beneath or communicating with any of the roads or streets, and to alter the level and position of the sewers, drains, and pipes, in, and under, and communicating with the said roads and streets, and to temporarily, and where necessary permanently, stop up streets, roads, and other public passages and places, and to use and appropriate where necessary for the purposes of the railway and works, the soil and under surface of any street, road, or other public passage or place.

4. To vest the existing roads, when altered, in the Road Authority, under whose jurisdiction and control such roads now are, and to provide for the future maintenance of the roads by such Road Authority.

5. To authorize the Company to underpin or otherwise secure, buildings or works which may be rendered insecure by the works of the Company, and which the Company do not desire to purchase for the purposes of their works, and (notwithstanding anything contained in the 92nd section of "The Lands Clauses Consolidation Act, 1845"), to exempt the Company from the necessity of purchasing the whole of any house or other building, with the cellars or other portions of which their works will interfere.

6. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, bridges, railways, tramways, sewers, pipes, streams, and watercourses, so far as may be necessary, in constructing or maintaining the said intended railway and works, to deviate from the line of railway both laterally and vertically, to any extent which may be expedient or necessary in constructing the railway, to purchase lands, house and other property compulsorily, for the purposes of the said intended railway, new station, and other works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

7. To enable the Company on the one hand, and the Midland, London and North Western, North London, Hammersmith Extension, and Metropolitan District Railway Companies, or any or either of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway, 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.

8. To enable the Midland Railway Company and the Metropolitan District Railway Company, or either of those Companies, to guarantee interest or dividend upon the share capital to be raised under the powers of the Bill, and also the interest upon any money to be borrowed thereunder.

9. 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, if necessary, amend and enlarge the powers and provisions of the 7 and 8 Vict., caps. 18 and 59, and any other Acts relating to the

Midland Railway Company; the 9th and 10th Vict. cap. 204, and the several other Acts relating to the London and North Western Railway Company; "The Hammersmith Extension Railway Act, 1873;" the 27th and 28th Vict., cap. 322; 28th and 29th Vict., cap. 151; 29th and 30th Vict., cap. 178; 31st and 32nd Vict., cap. 108; 32nd and 33rd Vict., cap. 62; 33rd and 34th Vict., cap. 94; 36th and 37th Vict. cap. 180, and any other Acts relating to the Metropolitan District Railway Company; and the 14th and 15th Vict., cap. 100; 16th and 17th Vict. cap. 69; 17th and 18th Vict., cap. 141; 27th and 28th Vict., cap. 143; 31st and 32nd Vict., cap. 50; 34th and 35th Vict., cap. 192, and any other Acts relating to the North and South Western Junction Railway Company, and also the several Acts relating respectively to the North London and London and South Western Railway Companies.

10. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice will, on or before the 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 as follows:—In the case of the parish of Acton, with the parish clerk of that parish, at his residence; and in the case of the parishes of Saint Peter and Saint Paul, Hammersmith, with the clerk of the Fulham District Board of Works, at his office at Broadway, Hammersmith.

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.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster,

Baxters and Co., 6, Victoria-street, Westminster,

Solicitors for the Bill.

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

In Parliament.—Session 1874.

Metropolitan and South Western Junction Railway.

(Extension of Powers; Deviation; Additional Capital; Amendment of Acts.)

NOTICE is hereby given that "The Metropolitan and South Western Junction Railway Company" (hereinafter referred to as the Company) intend to apply to Parliament in the ensuing session thereof for leave to bring in a Bill for the following or some of the following among other purposes, that is to say:—

To authorise the Company to make and maintain the following deviations in their authorised line of railway, together with all necessary stations, approaches, and conveniences connected therewith, and which deviation will be situate wholly in the county of Middlesex.

A new or substituted line of railway situate wholly in the parish of Fulham, to commence from and out of and by a junction with the authorised Hammersmith Extension Railway at or near where that railway will cross under North End Road, and which said point of junction, will be about 44 yards southward of the Three King's Public House, and to terminate by a junction with the authorised line of the Metropolitan and South Western Junction Railway at or near where the crossing of such railway over the Thames commences.

To authorise the Company to abandon the construction of the following portion of the authorised line of railway for which the before-mentioned new line of railway is sought to be substituted, namely:—

So much of the said authorised line of railway as is situate between its authorised commencement and the point where the before-mentioned deviation will terminate, and which said portion of railway so to be abandoned would have been situate in the parish of Saint Mary Abbott, Kensington, in the said parish of Fulham.

To enable the Company to acquire, compulsorily and by agreement, lands, houses, and other property, for the purposes of the Bill, and to interfere with, cross, alter, divert, or stop up, whether temporarily or permanently, roads, railways, tramways, telegraph apparatus, drains, sewers, pipes, navigations, rivers, brooks, streams, and water-courses, so far as may be necessary in constructing or maintaining the proposed new works, and to deviate, vertically and horizontally, to any extent which may be expedient or necessary in constructing the proposed deviation, and to levy tolls, rates, and charges in respect of the proposed new works, and to alter existing tolls, rates, and charges, and confer, vary, and extinguish exemptions from tolls, rates, and charges.

To extend the powers granted by "The Metropolitan and South Western Junction Railway Act, 1872," for the compulsory purchase of lands, houses, and hereditaments required for the purposes of such part of the authorised line of the Metropolitan and South Western Junction Railway as is not to be abandoned under the powers of the Bill, and also to extend the time granted by the said Act for the construction and completion of such part of the said authorised railway, and to confer upon the Company all such powers as may be necessary for the several purposes aforesaid, or in relation thereto.

To authorise the Company to apply their existing funds, and any moneys they have still powers to raise, to the purposes of the Bill, and to raise additional capital for the same purposes and the general purposes of their undertaking, 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 prescribe, and to alter, in certain respects, the present capital of the Company and their powers with relation thereto.

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 Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and will, so far as may be expedient or

necessary, repeal, alter, extend, and amend the provisions, or some of the provisions, of "The Metropolitan and South Western Junction Railway Act, 1872," and of the several Acts relating to the Metropolitan District Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners 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 shew 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 clerk of the Fulham District Board of Works, at his office at Broadway, Hammersmith.

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.

Hargrove, Fowler, and Blunt, 3,
Victoria-street, Westminster. } Solicitors
Baxters and Co., 6, Victoria-
street, Westminster. } for the
Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

Newport Pagnell Railway.

(Lease or Sale to London and North Western Railway Company; Abandonment of parts of authorised Railways; Alteration of Capital; Amendment of Acts.)

NOTICE is hereby given that the Newport Pagnell 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 authorise the Company to abandon the construction of the extension to Olney authorised by "The Newport Pagnell Railway (Extension to Olney) Act, 1865," also the railways authorised by "The Newport Pagnell Railway (Extension) Act, 1866," and also the railway authorised by "The Newport Pagnell Railway (Further Powers) Act, 1871."

To provide for the reduction of the share capital and the borrowing powers of the Company.

To authorise the Company to lease or sell to the London and North Western Railway Company (hereinafter called the North Western Company), and to enable the North Western Company to accept a lease of or to purchase the undertaking of the Company, and to enable the Company on the one hand and the North Western Company on the other hand to enter into agreements, and to confirm and fulfil any agreement already made, or which may be entered into between the two Companies for the purposes aforesaid or either of them, and to enable the North Western Company in the event of such lease or

purchase being effected to exercise the powers of the Company with respect to the undertaking of the Company and to the undertaking of any other Company.

To provide in case of the sale and transfer of the undertaking of the Company to the North Western Company for the payment of the debts of the Company, the distribution of their assets, the winding up of their affairs, and their ultimate dissolution.

To authorise the North Western 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, and by borrowing, upon such terms and conditions as the Bill shall define or Parliament prescribe.

To vary and extinguish all rights and privileges which would interfere with any of the objects of the Bill, and 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;" and "The Railways Clauses Act, 1863;" and will, so far as may be necessary, repeal, alter, amend, and extend all or some of the provisions of "The Newport Pagnell Railway Act, 1863;" "The Newport Pagnell Railway (Extension to Olney) Act, 1865;" "The Newport Pagnell Railway (Extension) Act, 1866;" "The Newport Pagnell Railway (Extension of Time and Finance) Act, 1870;" and "The Newport Pagnell Railway (Further Powers) Act, 1871," and any other Act relating directly or indirectly to the Company and also of the 9 & 10 Vic., c. 204, and of any other Act relating directly or indirectly to the North Western 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.

Hargrove, Fowler, and Blunt, 3 Victoria-street, Westminster, Solicitors for the Bill.

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

In Parliament—Session 1874.

North and South Woolwich Subway.

(Incorporation of Company for making a Subway under the River Thames from North Woolwich to South Woolwich; Compulsory purchase of Lands; Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to incorporate a Company for the construction and maintenance of a subway under the River Thames, with all necessary shafts, approaches, works and conveniences, to commence in the parish of Woolwich, in the county of Kent, at a point on the north side of the River Thames at or near the south-eastern corner of and in a field to the westward of and immediately adjoining the North Woolwich Railway Station, and distant 200 feet or thereabouts measured in a westerly direction from the western corner of that station, and to terminate in the same parish and county, on the south side of the River Thames, at or near the junction of a street or road called Bellwater-gate with High-street, Woolwich.

The Bill will authorize the Company to lay down and maintain the proposed Subway in and

under roads and streets, and to alter and interfere with, temporarily and otherwise, pipes, sewers, and drains in and under such roads and streets; also to deviate laterally and vertically from the line and levels of the proposed Subway, to purchase lands and houses, compulsorily and by agreement, and to levy tolls and charges; and the Bill will vary and extinguish all rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," and "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

Duplicate plans and sections of the proposed subway, showing the lands and other property required, together with a book of reference to the plans; 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 Kent, at his office at Maidstone, in the said county; and on or before the same day a copy of the said plans, sections, and book of reference, together with a copy of this Notice, will be deposited with the vestry clerk of the parish of Woolwich at his office at the Town Hall, Woolwich.

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.

Hargrove, Fowler, and Blunt, 3, Victoria-street, Westminster, Solicitors.

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

In Parliament.—Session 1874.

Greenwich Subway.

(Incorporation of Company for making a Subway under the River Thames, from the Isle of Dogs to Greenwich; Compulsory purchase of Lands; Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill to incorporate a Company for the construction and maintenance of a Subway under the River Thames, with all necessary shafts, approaches, works, and conveniences, to commence in the parish of All Saints, Poplar, in the county of Middlesex, at or near a house in Johnson-street, Poplar, in the occupation of Charles Butler, and to terminate in the parish of Greenwich, in the county of Kent, at or near the junction of Brewhouse-lane with the passage leading from Church-street to Garden-stairs, Greenwich.

The Bill will authorize the Company to lay down and maintain the proposed Subway in and under roads and streets, and to alter and interfere with, temporarily and otherwise, pipes, sewers, and drains in and under such roads and streets; also to deviate laterally and vertically from the line and levels of the proposed Subway; to purchase lands and houses compulsorily and by agreement, and to levy tolls and charges; and the Bill will vary and extinguish all rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of the "Companies Clauses Consolidation Act, 1845," the "Companies Clauses Act, 1863," the "Companies Clauses Act, 1869," and the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869."

Duplicate plans and sections of the proposed

Subway, showing the lands and other property required, together with a book of reference to the plans 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 Clerkenwell, in the said County; and with the Clerk of the Peace for the County of Kent, at his office at Maidstone, in the said county; and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to the before-mentioned parishes, together with a copy of this notice, will be deposited as follows:—in the case of the parish of All Saints, Poplar, with the Clerk of the Poplar District Board of Works, at his office, 117, High-street, Poplar; and in the case of the parish of Greenwich, with the Clerk of the Greenwich District Board of Works, at his office, Church-street, Greenwich.

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.

Hargrove, Fowler and Bunt, 3, Victoria-street, Westminster, Solicitors.

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

In Parliament—Session 1874.

Devon and Cornwall Railway.

(Construction of Railway from the Western Extension Railway of the Company to Bude Haven; Additional Capital; Working and other Arrangements with London and South Western, Exeter and Crediton, Bristol and Exeter, Devon and Somerset, South Devon, Salisbury and Yeovil, Great Western, Midland, Somerset and Dorset, Bodmin and Wadebridge and Delabole, Bodmin and Wadebridge, and Cornwall Mineral and Bodmin and Wadebridge Junction Railway Companies; Running Powers and Facilities over Railways of and other provisions affecting London and South Western, Exeter and Crediton, Bristol and Exeter, South Devon, Salisbury and Yeovil, Somerset and Dorset, Midland, Bodmin and Wadebridge and Delabole, Bodmin and Wadebridge, and Cornwall Mineral and Bodmin and Wadebridge Junction Railway Companies; Powers of Lease, Sale, or Transfer to or Amalgamation with the London and South Western Railway Company, the Great Western Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, and the Midland Railway Company, and Powers to those Companies to raise and apply Moneys; Appointment and Incorporation of Joint Committees; Confirmation of Agreements; 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 Devon and Cornwall Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following or some of the following amongst other purposes (that is to say):—

To authorize 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 (that is to say):—

A railway commencing in the parish of Bridgerule East, in the county of Devon, by a junction with Railway No. 2 of the Western Extension Railway of the Company, at the point indicating

the distance of four miles from the commencement of the said Railway No. 2 on the plans deposited in respect of "The Devon and Cornwall Railway (Western Extensions) Act, 1873," with the respective Clerks of the Peace for the counties of Devon and Cornwall, and terminating in the parish of Stratton, in the county of Cornwall, on the foreshore of Bude, otherwise Bude Haven, at a point thereon eight chains or thereabouts to the northward of the sea or entrance-lock of the Bude Canal, which said intended railway will pass through or into the parishes or extra-parochial or other places following or some of them (that is to say): Bridgerule East and Pyworthy, in the county of Devon; and Whitstone, Marham Church, Poundstock, Week Saint Mary, Stratton, Bude, Bude Haven, Poughill, and Bridgerule West, in the county of Cornwall;

To authorize 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 authorize the Company, for the purposes of the Bill, to raise further money 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 of such means; and to apply to such purposes any capital or funds now belonging to them, or which they are authorized to raise:

To provide that the intended railways and works shall for all purposes whatsoever form part of the Western Extension Railway undertaking of the Company;

To empower the Company on the one hand, and the London and South Western Railway Company, the Exeter and Crediton Railway Company, the Bristol and Exeter Railway Company, the Devon and Somerset Railway Company, the South Devon Railway Company, the Salisbury and Yeovil Railway Company, the Great Western Railway Company, the Midland Railway Company, the Somerset and Dorset Railway Company, the Bodmin and Wadebridge and Delabole Railway Company, the Bodmin and Wadebridge Railway Company, and the Cornwall Mineral and Bodmin and Wadebridge Junction 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 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 revenue 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, and the exercise of all such powers as may be found desirable in reference to the purposes aforesaid or any of them.

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 railways and portions of railways following, that is to say :

The Okehampton Railway of the London and South Western Railway Company;

So much of the North Devon Railway of the London and South Western Railway Company as is situate and lies between the respective junctions therewith of the Okehampton Railway and the Exeter and Crediton Railway;

The Exeter and Crediton Railway;

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

So much of the London and South Western Railway as is situate and lies between Exeter and the junctions of the London and South Western Railway with the Salisbury and Yeovil Railway near Yeovil Junction;

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

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

So much of the Midland Railway as is situate and lies between the junction therewith of the Somerset and Dorset Railway and the station at Bath belonging to the Midland Railway Company, including that station;

The Bodmin and Wadebridge and Delabole Railway;

The Bodmin and Wadebridge Railway;

The Cornwall Mineral and Bodmin and Wadebridge Junction Railway;

Together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected or used with the said railways and portions of railways respectively, upon such terms and conditions pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the London and South Western Railway Company, the Exeter and Crediton Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, the Salisbury and Yeovil Railway Company, the Somerset and Dorset Railway Company, the Midland Railway Company, the Bodmin and Wadebridge and Delabole Railway Company, the Bodmin and Wadebridge Railway Company, and the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company respectively, or other the Company or Companies for the time being, owning, leasing, or working the respective railways

and portions of railways so run over and used or as in default of agreement shall be determined by the Railway Commissioners, or by arbitration, or defined by the Bill, and to require and compel the London and South Western Railway Company, the Exeter and Crediton Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, the Salisbury and Yeovil Railway Company, the Somerset and Dorset Railway Company, the Midland Railway Company, the Bodmin and Wadebridge and Delabole Railway Company, the Bodmin and Wadebridge Railway Company, and the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company respectively, or other the Company or Companies for the time being, owning, leasing, or working the respective railways or portions of railways so run over and used to afford all requisite facilities for the purpose, and to enable the Company and all other Companies and persons as aforesaid to levy and receive tolls, fares, rates, and charges, in respect of passengers, animals, and things conveyed by them over the before-mentioned railways and portions of railways 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 and portions of railways respectively, and the works and conveniences connected therewith.

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

To authorize the Company to lease either in perpetuity or for a limited period, or to sell and transfer their undertaking and all the railways, stations, works, lands, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, or any part or parts thereof, now or hereafter vested in or belonging to or enjoyed by the Company, or which they are now or shall by the Bill be authorized to construct, purchase, or acquire, and either before or after the

completion thereof to the London and South Western Railway Company, the Great Western Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, and the Midland Railway Company (hereinafter called "the five Companies"), or any of them jointly, or either of them separately or partly to any one or more of the five Companies, and partly to the others or other of them; and to authorize the five Companies or any of them jointly, or either of them separately, to take such lease or to make such purchase and accept such transfer upon such terms and conditions and for such considerations and at such periods as have been or may be agreed upon or as may be prescribed in or authorized by the Bill; and upon such lease or sale and transfer to authorize and require the five Companies or any of them jointly or either of them separately, in the case of a lease during the continuance thereof, and in the case of a purchase absolutely and for ever, to exercise and enjoy, perform, fulfil, and discharge all the rights, powers, privileges, authorities, obligations, claims, and demands of the Company, whether in relation to their own undertaking or to the undertaking of any other Company, body, or person, and whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls, rates, and charges, the running over, user, and working of other undertakings, the raising of money or otherwise.

To authorize the merging, union, consolidation, or amalgamation from and after such period, and upon such terms and conditions, and for such considerations as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the Bill, of the undertaking, railways, works, stocks, shares, property, rights, powers, and privileges of what nature or kind soever of the Company, or some part thereof, in or with those of the five Companies, or any of them, or partly in or with those of any one or more of the five Companies, and partly in or with those of the other or others of them.

To constitute, appoint, and, if need be, incorporate a joint committee or joint committees for all or any of the purposes aforesaid, and to vest in and delegate to any such committee or committees the exercise and execution of all or any of the powers of the Bill.

To sanction and give effect to any contracts, agreements, or arrangements made, or which prior to the passing of the Bill may be made, between the Company and the Companies before named, or any or either of them, with reference to all or any of the matters aforesaid, or other the objects and purposes of the Bill.

To empower the five Companies, or any of them, for all or any of the purposes of the Bill, to increase their respective capitals, and to raise money by the creation of new shares or stock in their respective undertakings with or without preference, priority, or guarantee in payment of interest or dividend or other special privileges, and by borrowing on mortgage or bond, or by any of such means; and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them respectively, or which they have power to raise.

To authorize the company and their proprietors and creditors to accept, in lieu of their present shares, stocks, and securities respectively, any shares, stocks, rent charges, annuities, and securities of the five Companies, or any of them.

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

To alter, amend, extend, enlarge, or to repeal, so far as necessary for the purposes of the Bill, the

provisions, or some of the provisions, of the several local and personal Acts following, or some of them, that is to say: 25 and 26 Vict., cap. 165; 26 and 27 vict., cap. 129; 27 and 28 Vict., cap. 114; 28 and 29 Vict., cap. 149; 30 and 31 Vict., cap. 125; 31 and 32 Vict., cap. 174; 32 and 33 Vict., cap. 127; 34 and 35 Vict., cap. 164; and 36 and 37 Vict., caps. 111 and 112, and the several other Acts relating to or affecting the Company; 4 and 5 Will. IV., cap. 88; 18 and 19 Vict., cap. 188; 29 and 30 Vict., cap. 216; 34 and 35 Vict., cap. 167; and the several other Acts relating to or affecting the London and South Western Railway Company; 8 and 9 Vict., cap. 88, and the several other Acts relating to or affecting the Exeter and Crediton Railway Company; 6 Will. IV., cap. 36, and the several other Acts relating to or affecting the Bristol and Exeter Railway Company, 27 and 28 Vict., cap. 307, and the several other Acts relating to or affecting the Devon and Somerset Railway Company; 7 and 8 Vict., cap. 68, and the several other Acts relating to or affecting the South Devon Railway Company; 17 and 18 Vict., cap. 215, and the several other Acts relating to or affecting the Salisbury and Yeovil Railway Company; 5 and 6 Will. IV., cap. 107; 26 and 27 Vict., caps. 113 and 198, and the several other Acts relating to or affecting the Great Western Railway Company; 7 and 8 Vict., cap. 18, and the several other Acts relating to or affecting the Midland Railway Company; 25 and 26 Vict., cap. 225; 34 and 35 Vict., cap. 205, and the several other Acts relating to or affecting the Somerset and Dorset Railway Company; 36 and 37 Vict., cap. 249, and the several other Acts relating to or affecting the Bodmin and Wadebridge and Delabole Railway Company; 2 and 3 Will. IV., cap. 47; 28 and 29 Vict., cap. 370, and all other Acts relating to or affecting the Bodmin and Wadebridge Railway Company; 36 and 37 Vict., cap. 250, and the several other Acts relating to or affecting the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company, and all other Acts relating to or affected by the objects of the Bill, or any of them.

And notice is hereby further given, that on or before the 29th day of November instant, plans and sections of the intended railway and works, together with a book of reference to such plans, an Ordinance map with the line of the intended railway delineated thereon and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace, for the county of Devon, at his office at Exeter, and with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin; and that on or before the said 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 14th day of November, 1873.

Ashurst, Morris, and Co., Old Jewry;

J. Brend Batten, 32, Great George-street,
Westminster; Solicitors.

Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1874.

South Eastern Railway.

(Construction of new Railways between Dover and Deal, alone or jointly with the London, Chatham, and Dover Railway Company; further powers as to authorized Railway of South Eastern Railway Company, in Southwark; additional lands; diversion or stopping-up of road in Shorne, and stopping-up of footpath at Deal; powers as to laying down Pneumatic Tube from Cannon-street to the General Post Office; powers to agree with Pneumatic Dispatch Company, Limited, and Rye and Denge-ness Railway and Pier Company; Running powers over London, Chatham, and Dover Railway, and over the Metropolitan Railway; Agreements with Metropolitan Railway Company as to Joint Stations; Working Agreements with the Crystal Palace and South London Junction Railway Company, and power to Subscribe to Capital of that Company; powers as to Savings' Banks; powers to Company, and London, Chatham, and Dover Railway Company as to Boulogne Harbour or other French Ports, and proposed Tunnel under the English Channel; Amendment of Acts.)

NOTICE is hereby given, that the South Eastern 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 authorize the Company and the London, Chatham, and Dover Railway Company jointly, or the Company separately, to make and maintain the following railways, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

1. A railway to be situate wholly in the county of Kent, commencing by a junction with the South Eastern Railway at a point 1 chain or thereabouts to the eastward of the eastern face of the down line tunnel underneath the Archcliff Fort, in the parish of Hougham, and passing thence through or into the parish of Saint Mary the Virgin, in the borough of Dover, and terminating in the said parish of Saint Mary the Virgin, by a junction with the branch railway or tramway connecting the London, Chatham, and Dover Railway with the Admiralty Pier at Dover aforesaid, at a point half a chain or thereabouts to the northward of the northern side of the Hawkesbury-street level crossing.

2. A railway to be wholly situate in the said county of Kent, commencing in the parish of Buckland by a junction with the London, Chatham, and Dover Railway, at a point one chain or thereabouts on the south-east side of the bridge which carries the road from Buckland to Combe Down over the said railway, and passing thence through or into the following, or some of the following, parishes, townships, and places (that is to say), Buckland, Guston, East Langdon, Waldershare, Sutton, Ripple, Great Mongeham, Walmer, and Deal, and terminating by a junction with the South Eastern Railway Company's Minster and Deal Branch Railway at the southern end of the Deal station, at the termination of that Branch railway.

To extend the time granted by "The South Eastern Railway Act, 1872," for the completion of the Railway No. 2 authorized by that Act, and for the compulsory purchase of certain of the lands, houses, and hereditaments required for the purposes of that railway in the parishes of Saint Saviour and Christchurch, Southwark.

To empower the Company, for the purposes of their undertaking, to divert, in the parish of Shorne, in the county of Kent, so much of the road leading from the Shorne Mead Level Crossing by the

South Eastern Railway to the King's Farm, as lies between its junction with the occupation road leading to the Princes Farm and its junction with the Bridle-road leading from the Stonewick Bridge over the Thames and Medway Canal to the said King's Farm.

To stop up and discontinue as a highway, and to extinguish all rights of way over, and to vest in the Company so much and such parts of the before-mentioned road as lie between the respective points before described, and will not be required in making the said diversion, and to provide for the repair of the altered road by the same persons and by the same means as the remaining portion of the said road is repaired.

Instead of diverting the said road, the Bill may empower the Company to stop it up altogether, and to extinguish all rights of way over it.

To stop up and discontinue as a public highway so much of the footway, at Deal, as crosses or is carried by a bridge or otherwise over the railway and premises of the Company, near to their Deal station, and to empower the Company to remove the said bridge.

To authorize the Company and the Rye and Denge-ness Railway and Pier Company to make and carry into effect agreements for the purchase, by the Company, of shingle, for ballasting purposes.

To enable the Company to lay down, construct, and maintain in or under any of the streets in the city of London hereinafter mentioned a tube or pipe with the necessary apparatus and works, from the General Post Office, in St. Martin's-le-Grand, to the Cannon-street station of the Company, such tube or pipe to commence at the Cheapside premises of the Pneumatic Dispatch Company, Limited, to cross Cheapside at the western end thereof, thence to pass along the road at the eastern side of St. Paul's, and thence along Cannon-street and Dowgate-hill to the said Cannon-street station, with power to break up and open the said streets and roads, and to interfere with gas and water mains and pipes, and with telegraph pipes and apparatus, and to enable the Company and the Pneumatic Dispatch Company, Limited, to make and carry into effect agreements as to the construction of the said tube or pipe, and the working thereof by the last-named Company, and as to the terms and conditions upon which the necessary capital shall be provided, and to empower such Company to raise additional capital for the purpose.

To empower the acquisition, by compulsion or agreement, and the holding of lands, houses, and other property, for the purposes of the intended railways and other works to be authorized by the Bill, and to extinguish all rights in, over, or with respect to the same respectively; to deviate from the lines of railway, both laterally and vertically, to such an extent as may be defined in the Bill; to cross, alter, stop up, and interfere with, whether temporarily or permanently, roads, railways, tramways, telegraph apparatus, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary, in executing or maintaining the said intended railways and works; to levy tolls, rates, or charges for, or in respect of the said railways and works, and to grant exemptions from payment of such tolls, rates, or charges, and to exercise other rights and privileges.

To authorize the Company to acquire by compulsion and by agreement, and to hold lands, houses, and other property, at or near Sandling Park Junction, in the parish of Saltwood, in the county of Kent, for siding and other purposes connected with their railway, from Sandling Bridge to Shorncliffe Camp, authorized by the "South Eastern Railway Act, 1864," and in that Act described as

Railway No. 4; also, in like manner, to empower the Company to purchase for station purposes, lands, by compulsion or agreement near to their new Sevenoaks to Tunbridge Line, in the parish of Chelsfield, in the county of Kent.

To enable the Company, and all companies and persons lawfully using their railways, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the following railways, together with all stations, watering-places, booking-offices, warehouses, landing-places, sidings, junctions, works, and conveniences, connected therewith respectively, namely:—

So much of the London, Chatham, and Dover Railway as will lie between the termination of the intended railway, No. 1, and the commencement of the intended railway, No. 2.

The Metropolitan Railway, and to enable the Company to levy tolls and charges in respect of traffic conveyed by them over those said railways.

To enable the Company on the one hand, and the Crystal Palace and South London Junction Railway Company on the other hand, to enter into agreements with respect to the working, use, management, construction, and maintenance by the Company of the Crystal Palace and South London Railway, or any part thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of that railway, the payments to be made and the conditions to be performed, with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of a joint committee for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid, and to authorize the Company to subscribe to the capital, and to hold shares in the undertaking of the said Crystal Palace and South London Junction Railway.

To enable the Company on the one hand, and the Metropolitan Railway Company on the other hand, to contract and agree as to the affording accommodation to the Company at any station of the Metropolitan Railway Company, and the use thereof by the Company, and as to the consequent alteration and enlargement thereof, and as to the construction of any new station or stations for the joint use and occupation of the two Companies, and to enable the Company to contribute towards the cost of such alterations and new stations, and of maintaining any such joint station.

To enable the Company and the London Chatham and Dover Railway Company jointly, or the Company alone, to enter into agreements with the Government of France, and with foreign municipal and other authorities, the Northern of France Railway Company, and with any other French Railway Company, the Town Authorities of Boulogne, and any Company of persons who may have a concession or concessions granted to them by the said Government, municipal, or other authorities, for or with reference to the execution of works for the improvement or enlargement of Boulogne Harbour, or the construction of a new harbour at Boulogne, or other French ports, and as to a contribution by the said two Companies, or as the case may be by the Company towards the cost of

such works, or the guarantee of interest on the whole or some part of the outlay.

To enable the Company and the London, Chatham, and Dover Railway Company, or either of those Companies, to apply any moneys belonging to them or under their control, and to subscribe towards the cost of any soundings and of any borings, shafts, driftways, or other works in connection with a tunnel under the English Channel.

To extend the powers of the Company, for the establishing Provident Institutions and Savings Banks, and for that purpose to alter and amend Section 4 of the South Eastern Railway Act, 1868.

To authorize the Company to apply to the purposes of the Bill, any capital or funds now belonging to them, or which they have power to raise, and to raise additional capital for such purposes, and for the general purposes of their undertaking, by shares or by stock, and by borrowing and to attach to such new shares or stock such guarantee, preference, or priority of dividend or interest, or advantages, as the Bill may define.

To authorize the London Chatham and Dover Railway Company to apply for the purpose of carrying into effect the powers conferred upon them by the Bill, any capital or funds now belonging to them, or which they have power to raise, with power, if necessary, to raise additional capital by shares or by stock and by borrowing, and to attach to such new shares or stock such preference or priority of dividend, or interest, or advantages, as the Bill may define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects. It will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Acts, 1845 and 1863;" and it will amend, enlarge, and repeal some of the powers and provisions of the following or any other Acts relating to the Company, viz.: 6 Will. IV., cap. 75; 28 and 29 Vict. cap. 343; 29 and 30 Vict. caps. 227, 235, and 318; 30 and 31 Vict. cap. 8; 31 and 32 Vict. caps. 123 and 172; 33 and 34 Vict. cap. 147; 34 and 35 Vict. cap. 4; 35 and 36 Vict. cap. 153; and the 36 and 37 Vict. cap. 40; and the Bill will or may also amend the 16 and 17 Vict. cap. 132, and the several other Acts relating to the London Chatham and Dover Railway Company, viz.: 16 and 17 Vict. cap. 132; 22 and 23 Vict. cap. 54; 23 and 24 Vict. cap. 177; 28 and 29 Vict. cap. 269; 30 and 31 Vict. cap. 209; 32 and 33 Vict. cap. 116; 34 and 35 Vict. cap. 131; 36 and 37 Vict. cap. 14; and all other Acts relating to or affecting that Company; the 16 and 17 Vict. cap. 186, and the several other Acts relating to the Metropolitan Railway Company and the Crystal Palace and South London Junction Railway Act, 1862, and the several other Acts of the Crystal Palace and South London Junction Railway Company.

Duplicate plans and sections describing the line, situation, and levels of the before-mentioned railways and works, and the lands, houses, and other property in or through which they will be made, and duplicate plans showing the lands, houses, and other property which may be taken under the powers of the Bill, together 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 such lands, houses, and property, and 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 Kent, at his office at Maidstone, and on or before the same day a copy of or so much of the said plans, sections, and books of reference as relates to the parishes in which the intended railways and works are proposed to be made, or in which lands proposed 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 in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

Printed copies of the 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.

E. P. Cearns, Solicitor to Company,
6, St. Thomas' Street, Southwark.

Dyson and Co., 24, Parliament Street,
Westminster, Parliamentary Agents.

Cattewater Harbour and Pier.

(Application to Board of Trade for Provisional Order to authorize new Breakwater and Pier for the Harbour of Cattewater, in the county of Devon, and carriage-roads and approaches thereto; and to maintain and regulate the said Harbour of Cattewater, including Pomphlett and Hooe Lakes, in the port of Plymouth, in the said county of Devon; appointment of Commissioners as a Harbour Authority; power to levy tolls, rates, and dues; power to acquire or lease certain powers, tolls, &c., of His Royal Highness the Duke of Cornwall, and of the borough of Saltash, or either of them; powers to borrow, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, pursuant to the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and any Act amending the same, for the following, or some of the following, among other purposes (that is to say):—

To constitute certain persons (hereinafter called the "Harbour Authority") a Harbour Authority for the purpose of making and maintaining, and to authorize them to make and maintain, the following works, or some of them (that is to say):—

A pier or breakwater, jetty, quay, and landing-places, with all proper works, sea-walls, approaches, tramways, railways, and other conveniences connected therewith, for the embarking and landing and transport of passengers, cattle, goods, and merchandize, and for other purposes; such pier and breakwater to commence at a point on the west side of the rock or promontary called Mount Batten, in the parish of Plymstock, in the county of Devon, and extending in a westerly direction 270 yards or thereabouts on a reef of rocks called the Batten Reef, which said breakwater, pier, jetty, quay and landing-places will be situate in, or abut upon, the several parishes, townships, or extra-parochial places, or some of them, following (that is to say), Plymstock and the liberties of the water of the Tamar, in the county of Devon.

To construct in connection with the proposed breakwater, pier, jetty, quay, wharf, and landing-places, lighthouses, toll-houses, roads, approaches, warehouses, offices, sheds, cranes, weighing machines, and other works and conveniences.

An approach or carriage-road to the said intended breakwater and pier, situate wholly in the parish of Plymstock, in the county of Devon, 353 yards or thereabouts in length, commencing at the eastern end of the said intended breakwater or pier, and

terminating on the road quay in front of the Castle Inn, in the said parish of Plymstock.

A road wholly in the said parish of Plymstock, 800 yards or thereabouts in length, commencing at the termination of the last-mentioned road, and terminating at a point 20 yards or thereabouts in a south-easterly direction from Cliff Cottage, in the village of Turnchapel, in the road leading from the said village of Turnchapel to Fort Stamford, in the said parish.

To extend and maintain and regulate the harbour of Cattewater aforesaid, the limits of which harbour will be the following (that is to say):—an imaginary straight line drawn from the point on the sea-shore, 53 yards or thereabouts, immediately to the west of the south-western corner of the westernmost house of the Coastguard-station at Mount Batten to the westernmost extremity of the rock on which the Cobbler Buoy is now placed, thence by another imaginary straight line to the Fisher's Nose, in the borough of Plymouth, thence along the shores of Cattewater and on the south side of the Western and Eastern Piers of Sutton Pool, and along the shores of Cattewater to Laira-bridge, thence along the southern side of the said bridge, thence along the shores of Cattewater, including Pomphlett and Hooe Lakes (but not beyond Pomphlett-mill and Radford-mill dam at the head of the said lakes respectively), to the said point on the sea-shore aforesaid, which harbour will be situate in or abut upon all or some of the parishes or places of St. Andrew and Charles, in the borough of Plymouth and the parish of Plymstock, and the liberties of the water of the Tamar, in the county of Devon.

To dredge, deepen, improve, and scour the said harbour and the shores and creeks thereof.

To enable the Harbour Authority to purchase, take on lease, or otherwise acquire, all lands buildings, waters, easements, or hereditaments necessary for or liable to interference with the construction of the said breakwater, pier, jetty, quays, landing-places, and approach-roads or works and the approaches thereto; and also, by agreement, to acquire by purchase, taking on lease or commutation, either for a term of years or in perpetuity, whether belonging to His Royal Highness the Prince of Wales in right of his Duchy of Cornwall or to the Corporation of the borough of Saltash, in the county of Cornwall, any powers, rights, privileges and authorities, tolls, rates, and duties belonging to them, or either of them, in respect of the liberty of the water Tamar, or the maintenance of the said Cobbler Buoy, at the entrance of the said harbour, and to authorize and provide for the granting, sale, leasing, or commutation, and conveyance to and vesting of the same in the said Harbour Authority.

To enable the Harbour Authority to levy and take tolls, rates, and duties upon or in respect of the said breakwater, pier, jetty, quay and landing-places, approaches, and other works, and also upon any ships which may anchor in the said harbour, and upon all goods, wares, and merchandize imported therein, and also on all goods, wares, and merchandize landed or shipped in the said harbour.

To enable the Harbour Authority to borrow money for the execution of the intended harbour and works.

To apply to the Harbour Authority all or some of the powers and provisions of the Commissioners Clauses Act, 1847; the Lands Clauses Consolidation Act, 1845; and the Lands Clauses Consolidation Act Amendment Act, 1860; the Harbours, Docks, and Piers Clauses Act, 1847; and the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act; or some of them.

And notice is hereby given that, on or before

the 29th day of November, 1873, a proper plan and section of the proposed harbour, breakwater, pier, jetty, quay, landing-places, area, roads, and other works, and also a copy of this notice, as published in the "London Gazette," will be deposited with the Clerk of the Peace for the county of Devon, at his office, at Exeter; and at the Custom-house at Plymouth aforesaid; and at the Board of Trade, Whitehall-gardens, in the county of Middlesex.

And notice is hereby given that, on and after the 23rd day of December next printed copies of the proposed Provisional Order will be furnished (at the price of 1s. each) to all persons applying for the same, at the offices of the solicitors under-mentioned.

Dated this 22nd day of November, 1873.

Samuel Cater, Solicitor, Sutton-road, Plymouth.

James Brend Batten, Solicitor, 32, Great George-street, Westminster.

In Parliament.—Session 1874.

Dover and Deal Railway.

(Powers to the South-Eastern and London, Chatham, and Dover Railway Companies jointly, to make Railways from Dover to Deal; Powers to both Companies to raise Additional Capital; Appointment of Joint Committee; Amendment of Acts.)

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

To enable the South-Eastern and London, Chatham, and Dover Railway Companies (hereinafter referred to as "the Two Companies") to make and maintain the railways hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

(1.) A railway to be situate wholly in the county of Kent, commencing by a junction with the South Eastern Railway at a point 1 chain or thereabouts to the eastward of the eastern face of the down line tunnel, underneath the Archcliff Fort, in the parish of Hougham, and passing thence through or into the parish of Saint Mary the Virgin, in the borough of Dover, and terminating in the said parish of Saint Mary the Virgin by a junction with the branch railway or tramway connecting the London, Chatham, and Dover Railway with the Admiralty Pier at Dover aforesaid, at a point half a chain or thereabouts to the northward of the northern side of the Hawkesbury-street level crossing.

(2.) A railway to be wholly situate in the said county of Kent, commencing in the parish of Buckland, by a junction with the London, Chatham, and Dover Railway at a point one chain or thereabouts from the south-east side of the bridge which carries the road from Buckland to Combe Down over the said railway, and passing thence through or into the following or some of the following parishes, townships and places, that is to say:—Buckland, Guston, East Langdon, Waldershare, Sutton, Ripple, Great Mongeham, Walmer, and Deal, and terminating by a junction with the South-Eastern Railway Company's Minster and Deal Branch Railway, at the southern end of the Deal station at the termination of that branch railway.

To authorize the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of roads, streets, tramways, drains, sewers, pipes, navigations, streams, rivers, and watercourses, so far as may be necessary, in constructing and maintaining the said intended railways and works, the deviation from the lines of railway to any extent within the limits of deviation to be shown on the

deposited plans; the purchase of lands, houses, and other property compulsorily for the purpose of the said intended railways and works; the levying of tolls, rates, and charges in respect thereof, and the exercise of other rights and privileges.

To enable the two Companies, in such proportions and upon such conditions as have been or may be agreed upon or may be defined in the Bill, to supply the necessary funds for all or any of the purposes aforesaid, and to apply to those purposes their existing funds and any moneys which they have power to raise, and to authorize them, or either of them, to raise for the same purposes additional capital by shares and borrowing, and to attach to such shares any preference or priority of dividend and any other advantage which the Bill may define.

The Bill will enable the two Companies from time to time to enter into agreements or may contain provisions with respect to the working, management, construction, and maintenance of the said intended railways and works.

The Bill will enable the two Companies to appoint a committee or committees for carrying into effect all or any of the powers aforesaid relating to the joint undertaking, and may confer on such committee or committees powers for executing the said joint undertaking, and for taking and holding land for the purposes thereof, and for obtaining from the two Companies the funds necessary for the construction and maintenance thereof, and generally for the management and control of the said joint undertaking, and for levying tolls and charges in respect of the use thereof.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects. It will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Acts, 1845 and 1863;" and it will amend, enlarge, or repeal some of the powers and provisions of the following or any other Acts relating to the South-Eastern Railway Company: videlicet, 6 William IV., cap. 75; 28 and 29 Vic., cap. 343; 29 and 30 Vic., caps. 227, 235, and 318; 30 and 31 Vic., cap. 8; 31 and 32 Vic. caps. 123 and 172; 33 and 34 Vic., cap. 147; 34 and 35 Vic., cap. 4; 35 and 36 Vic., cap. 153; and the 36 and 37 Vic., cap. 40; and the 16 and 17 Vic. cap. 132; 22 and 23 Vic., cap. 54; 23 and 24 Vic., cap. 177; 28 and 29 Vic., cap. 268; 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 the several other Acts relating to the London, Chatham, and Dover Railway Company: videlicet, 16 and 17 Vic., cap. 132; 22 and 23 Vic., cap. 54; 23 and 24 Vic., cap. 177; 28 and 29 Vic., cap. 268; 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 or affecting that Company.

Duplicate plans and sections describing the line, situation, and levels of the before-mentioned railways and works, and the lands, houses, and other property through which they will be made, together 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 lands, houses, and property, and also an ordnance map with the lines of railways delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 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 books of reference as relates to the parishes in which the intended railways and

works are proposed to be made, or in which lands proposed 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 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.

Edward P. Carns, Solicitor for the South Eastern Railway Company.

Thomas Charles Church, Solicitor for London, Chatham, and Dover Railway Company.

Dyson and Co., Parliamentary Agents for South-Eastern Railway Company.

Martin and Leslie, Parliamentary Agents for London, Chatham, and Dover Railway Company.

Sidmouth Gas.

(Application for Provisional Order; Power to maintain and enlarge Gas Works; To acquire land, and construct additional, and maintain or discontinue existing Gas Works; To define Limits; To hold and use Licenses; To manufacture and supply Gas and Residual Products; To lay down Mains and Pipes; To break up Roads; To supply Meters, Fittings, and other Apparatus; To levy Rates, and Charges, and for other purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd December next, by John Dunning, of Middlesbrough, in the North Riding of the county of York, and Sidmouth in the county of Devon, gas engineer (herein referred to as the Promoter), for a Provisional Order, pursuant to "The Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes, that is to say:—

To authorize the Promoter to maintain and continue his existing gas works, situate at Sidmouth, in the parish of Sidmouth, in the county of Devon, on the lands now held by him, containing by measurement one rood or thereabouts, and bounded as follows, that is to say, on or towards the north by land belonging to James Burgoine, on or towards the south by land belonging to John Newton, on or towards the west by the Sidmouth and Sidford highway, and on or towards the east by a private or occupation road.

To authorize the Promoter to hold and maintain for the purposes of the gas works undertaking, a piece of land now held by him, containing by admeasurement two acres or thereabouts, and situate in the township and parish of Salcombe Regis, in the said county, at or adjoining the eastern boundary of the parish of Sidmouth, being part of a field called "the Ham," late belonging to the Rev. Robert Kestell Kestell Cornish, and bounded as follows, that is to say, on or towards the north by part of the said field, on or towards the south by the high-water mark of the English Channel, on or towards the west by Marsh-lane, Sidmouth, and on or towards the east by the river Sid.

To authorize the Promoter to maintain his existing Gas Works on the lands herein firstly described, and to erect, construct, and maintain, and from time to time to alter and enlarge, and pull down and re-erect on the lands herein secondly described such gas works, gas holders, receivers, retorts, purifiers, meters, and other

apparatus, works, and conveniences connected therewith, or necessary for the landing of coal and other materials, manufacture, storage, and supply and dealing in Gas, residual products, and other things, and from time to time to discontinue and pull down and remove any of the said works on the lands hereinbefore firstly described as shall be rendered unnecessary by or in consequence of the construction of the proposed new works or otherwise.

To authorize the Promoter to manufacture and store gas and residual products on the said firstly and secondly described lands, and within the district of supply hereinafter prescribed, or as may be prescribed by the intended Provisional Order.

To supply and sell gas, coal, coke, culm, ashes, tar oil, ammoniacal liquors, and other residual products, and the several other matters and things producible or obtainable from the residual products arising or resulting from the manufacture of gas and matters connected therewith, and to acquire, hold, and use licenses of patents, or patent rights, in relation to the manufacture and distribution of gas, and the utilization of residual products obtainable therefrom, and to manufacture, purchase, and hire gas meters, gas fittings, gas stoves, or other apparatus, and to use, let, or sell the same, and generally to carry on the business usually carried on by gas companies, or which is or may become incident thereto, and to exercise all such powers, rights, and privileges as are usually conferred on gas companies.

The district to be supplied with gas by the Promoter under the proposed Provisional Order (herein referred to as "The Limits of Supply") will be, and consist of, the parishes of Sidmouth, Salcombe Regis, and Sidbury, all in the said county of Devon.

To authorize the Promoter to maintain existing, and to lay down, renew, maintain, and use other mains, pipes and apparatus, along, through, over, or under all or any of the streets, turnpike and other roads, railways, lanes, highways, footways, watercourses, bridges, and other places within the limits of supply, and for those purposes to open, break up, cross, and pass under or over, or otherwise interfere with all or any of the streets, turnpike or other roads, lanes, highways, footways, railways, canals, watercourses, bridges, courts, public passages and other places, and any of the sewers, drains, and pipes in, under, or through the same as are situate within the said limits of supply.

To authorize the Promoter to levy, demand, and take gas rates, rents, and charges for the supply of gas and of gas meters, pipes, apparatus, stoves and fittings, and to grant exemptions from such gas rates, rents and charges, and to agree, compound, and arrange with Companies, Local Boards, parochial or other local authorities or persons for the supply of gas for public or private purposes, and to make and carry into effect contracts and agreements relating thereto within the limits of supply, and upon such terms and conditions as he and they should respectively agree upon.

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

And it is intended to incorporate with the intended Provisional Order all or some of the powers and provisions of "The Gas Works Clauses Act, 1847," "The Gas Works Clauses Act, 1871," "The Gas and Water Works Facilities Act 1870 Amendment Act, 1873," "The Lands Clauses Consolidation Act, 1845." "The Lands Clauses

Consolidation Acts Amendment Act, 1860," and "The Lands Clauses Consolidation Act, 1869."

And notice is hereby given that on or before the 30th day of November instant, a copy of this advertisement, and a map shewing the land proposed to be acquired and used for the manufacture of gas, and of residual products arising in the manufacture of gas (and a plan of the proposed new Gas Works to be erected on such lands, prepared according to the regulations made by the Board of Trade) will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, in the said county, and also at the office of the Board of Trade, Whitehall, London, S.W.

And notice is hereby also given that on and after the 23rd December, 1873, printed copies of the draft Provisional Order will be obtainable by all persons applying for them at the price of one shilling each, at the office of Messrs. Durnford, and Co., 45, Parliament-street, Westminster. Parliamentary Agents, and at the office of J. G. G. Radford, Solicitor, Sidmouth, in the said county of Devon.

And notice is hereby further given that printed copies of the said Provisional Order when made by the Board of Trade, will be deposited for public inspection with the said Clerk of the Peace, at his office as aforesaid, and that printed copies of the said Provisional Order when made will also be deposited at the aforesaid respective offices of Messrs Durnford and Co., and J. G. G. Radford, and will then be furnished to all persons applying for them at the price of one shilling each copy. All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the intended application for the said Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., on or before the 15th day of January, 1874, and that copies of any such objections must at the same time be sent to the Promoter, at the office of Messrs. Durnford and Co., 45, Parliament-street, Westminster.

Dated this 13th day of November, 1873.

J. G. G. Radford, Sidmouth,
Henry Watson, Middlesbrough,
Solicitors for the Promoter.
Durnford & Co., 45, Parliament Street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

Lofthouse and Liverton Gas.

(Incorporation of Company, with Powers to Manufacture Gas and Residual Products, and supply Gas within the parishes of Lofthouse, Easington, and Skelton; To use Patent Rights, Purchase Land, and Erect Works; Powers as to Capital and Borrowing; To lay Mains and Pipes, &c.; To levy Gas Rates, Rents, and Charges; Agreements with Local Authorities, &c.; Repeal, Amendment, and Incorporation of Acts; and other purposes.)

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

To incorporate a Company to be called "The Lofthouse and Liverton Gas Company" (herein referred to as "The Company"), and to confer upon such Company all necessary and proper powers for manufacturing and selling gas, and for lighting with gas, for public and private purposes, the parishes of Lofthouse and Easington, and so much of the parish of Skelton as is

situate and lies within a line coloured red upon an Ordnance Map or plan, describing the proposed district of gas supply, to be deposited with the Clerk of the Peace for the North Riding of the county of York, as hereinafter mentioned, all which parishes or district shown upon such plan are within the said North Riding of the county of York.

And the said Bill will confer upon the Company the following, or some of the following, powers amongst other powers.

To authorize the raising of capital. To define and regulate the same, and its distribution into shares, and to raise money on mortgage or bond, and by the creation and issue of debenture stock, and to make further and other arrangements with reference to the capital of the Company, and the management of their undertaking.

To empower the Company to purchase and acquire by agreement, and to hold the lands hereinafter described, or some part thereof, that is to say:—

A piece or parcel of land in the township of Liverton, in the parish of Easington, in the North Riding of the county of York, at or near to Loft-house, in the said riding, belonging to or reputed to belong to the Right Honourable Hugh Richard Viscount Downe, and bounded as follows, that is to say:—On the north by Kilton Beck, on the east by the North Eastern Railway (Cleveland Branch), on the south by a railway siding, and by land belonging to the said Right Honourable Viscount Downe, and on the west by other land belonging to the said Viscount Downe.

To authorize the Company to erect, construct, and maintain, and from time to time to alter, enlarge, pull down, and re-erect on such land, or some part thereof, such gasworks, gasholders, receivers, retorts, purifiers, meters, and other apparatus, works, buildings, and conveniences connected therewith, or necessary for the manufacture, storage, and supply of gas, and for dealing in gas, residual products, and other such like things.

To authorize the Company in and upon the before-mentioned lands, or any parts thereof, to manufacture and store gas and residual products, and the several matters producible from residual products arising or resulting from the manufacture of gas, and to sell and dispose of gas and other residual products, matters, and things, and to sell and supply and light with gas producible from coal and other materials, and to manufacture, sell, and dispose of coal, coke, tar, and other residual products as aforesaid, and to make up or convert tar, pitch, ammoniacal liquor, and other residual products into dye wares or materials, and to sell and deal in the same, and to acquire, hold, use, and exercise patent rights and licences in relation to the manufacture and distribution of gas and the utilization of residual products, and to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and generally to carry on the business usually carried on by Gas Companies, and to confer upon the Company all such other powers, rights, authorities, and privileges as may be necessary or convenient for carrying the purposes of the intended Bill into effect, or which are usually inserted in Bills of a like nature.

To define the limits within which the Company may supply gas.

To empower the Company to purchase by agreement, and to hold for the purposes of their undertaking, any other lands which may be necessary for the more convenient laying down and maintaining mains, pipes, and other works and purposes of the Company, and to enable all Corporations and public bodies, Companies, and

persons entitled or interested in any such land, or having any estate or interest therein, to sell and convey the same, and to grant easements upon, in, over, or under the same.

To empower the Company from time to time to lay down and maintain mains, pipes, and other apparatus in, through, upon, across, under, and along any turnpike and other public and private roads, bridges, streets, lanes, railways, rivers, watercourses, courts, alleys, passages, and places public and private within all or any of the several before-mentioned parishes, townships, hamlets, and other places to be supplied with gas by the Company, and for that purpose to break up and interfere with such turnpike and other public and private roads, railways, rivers, watercourses, bridges, streets, lanes, courts, alleys, passages, and places, and also with any sewers, drains, pipes, and works in, over, upon, or under the same.

To authorize the Company to levy, receive, and recover rates, rents, and charges for the sale and supply of gas, and for the sale and use of gas meters and fittings, to confer, vary, or extinguish exemptions from payments of rates, rents, and charges, and to confer, vary, or extinguish all existing and other rights, powers, and privileges which can in any way interfere with any of the objects of the intended Bill, and also to confer, vary, and extinguish other rights, privileges, and exemptions.

To authorize the Company and any Corporation, Sanitary authority, Local Board authorities, Companies, trustees, or other public bodies, authorities, or persons, within or adjoining the limits to be authorized by the Bill, to make and enter into and carry into effect contracts and agreements for lighting with gas, and for supplying all necessary articles and things, and for performing all acts and services incidental to lighting any public streets, highways, buildings, districts, or places, or for the sale, purchase, hire, or supply of any gas-meters, gas-mains, pipes, lamp-posts, and other works, and for such purposes to confer upon such Corporations, Sanitary authority, Local Boards, and other authorities, all such powers as to raising of money, levying of rates, and otherwise, within the districts under their respective control, as may be requisite or necessary for enabling them respectively to carry such contracts and agreements into execution.

To incorporate with the proposed Bill all or some of the powers and provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Companies' Clauses Act, 1869," "The Lands' Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," and the Acts for regulating measures used in the sale of gas, and any Acts amending such Acts; and any other Acts, or provisions of Acts, which may be deemed necessary or expedient for effecting the objects aforesaid.

To repeal, alter, and amend, and so far as may be necessary for effecting any of the objects and purposes of the proposed Act, or otherwise, all or some of the powers of the Local and Personal Acts 32 and 33 Vict., c. 107, 34 and 35 Vict., c. 84, relating to the Cleveland Water Company; the Act 28 and 29 Vict., c. 363, relating to the North Eastern and Cleveland Railway; and all other Acts and parts of Acts in force within the limits of gas supply authorized by the Bill, and to make other provisions in lieu thereof, and to repeal, alter, vary, or extinguish all existing powers, rights, privileges and exemptions connected with any lands, turn-

pike or other roads, railways, Companies or persons, or with any works or property which may be interfered with under the powers of the intended Bill, and all other powers, rights, and privileges which can in any way impede or interfere with the objects and purposes of the said Bill, and to confer, vary, or extinguish other rights, privileges, and exemptions.

And notice is hereby given, that a copy of the said Ordnance Map or Plan describing the proposed district of gas supply will be deposited on or before the 30th November instant with the Clerk of the Peace for the North Riding of the County of York, at his office in Northallerton, in the said North Riding.

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

Dated this 13th day of November, 1873.

Henry Watson, Middlesbro',
John Peirson, Lofthouse, and } Solicitors.
Guisbro',
Durnford and Co., 45, Parliament-street,
Westminster.

Sidmouth Piers and Landing Places.

(Construction of Piers or Jetties, Sea Walls, Approaches, Landing Places, Flood Gates, Sluices, and other works on the Foreshore of the Sea in the parish of Salcombe Regis, county of Devon; Powers to Purchase Lands by Agreement; to Dredge, Scour, &c.; to Divert, Stop up Roads, &c.; to levy Tolls, Rates, and other charges; to repeal all existing Tolls, Charges, &c.; to erect Toll Houses, &c., and to lay down Tramways; to appoint Pier Masters, &c.; to define District; to make and enforce Bye Laws, Rules, and Regulations; to Raise Money on Mortgage; to Sell or Lease Works, Tolls, &c., and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade by or on behalf of John Dunning, of Middlesbrough, in the North Riding of the county of York, and Sidmouth, in the county of Devon, Gas Engineer (in this Notice called "the Promoter"), for a Provisional Order for authorising the Promoter, his heirs, or assigns (who are intended to be included wherever in this Notice the Promoter is mentioned), to construct the piers, jetties, and landing places, and works, and carry into effect the objects and purposes hereinafter mentioned, or some of them; that is to say:—

1. A pier or jetty, wholly situate in the parish of Salcombe Regis, in the county of Devon, commencing on land belonging to the promoter, at a point situate about 105 feet measured eastward from the eastern end of and in a line with the existing sea wall, and extending thence seaward in a southerly direction, and terminating in the sea at a point distant 345 feet or thereabouts from the aforesaid point of commencement.
2. A pier or jetty, wholly situate in the said parish of Salcombe Regis, commencing at a point situate about 385 feet measured in an easterly direction and in line with the existing sea wall, from the east end of such sea wall, extending thence seaward in a southerly direction for a distance of 170 feet into the sea, and thence curving and extending in a westerly direction for a distance of 240 feet or thereabouts.

And to construct all such sea walls, roads, approaches, landing places, and other works con-

nected with the said piers, for the convenient loading and unloading of vessels, and for embarking and landing of passengers, cattle, coals, goods, merchandize, and things as shall be deemed necessary, or as shall be authorized by the said intended Order.

To construct all such openings, water ways, channels, flood gates, sluices, and all other necessary and proper works for receiving, discharging, and carrying off the flood and other waters from the river Sid, and for scouring, flushing, cleansing, and keeping open the space or channel between the said piers or jetties, and otherwise to provide for the removal of shoals and deepening of channels, and otherwise providing for the safe and convenient approach and berthing of vessels alongside the said piers and works within such limits as aforesaid.

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 Order, and to deviate vertically from the levels of the said works shown on the sections hereinafter mentioned as may be necessary, or as may be authorized by the said Order.

To cross, divert, alter, or stop up, and discontinue, either temporarily or permanently, any roads, footpaths, or highways, aqueducts, sewers, drains, rivers, streams, and watercourses, which it may be necessary or convenient to cross, divert, alter, or stop up, in constructing the said works or in carrying into effect any of the proposed works authorized by the said Order; and to construct other roads, footpaths, highways, aqueducts, sewers, drains, and water channels in lieu of those so stopped up or discontinued.

To purchase by agreement, and take on lease, or otherwise acquire, lands and hereditaments within the parish aforesaid, for the purposes of the said piers, jetties, and works, or any of them, and of the approaches thereto, and for all or any of the other purposes of the intended Order, and to vary or extinguish all or any rights and privileges in any way connected with such lands, houses, and hereditaments, or with any foreshore or other rights within the limits shown on the plans of the said works.

To erect upon such piers, jetties, and works, or some of them, or on some part thereof, toll houses, refreshment and other rooms, and to demise the same for any term of years.

To lay down tramways upon the said piers and jetties, and to run carriages and trucks thereon.

To levy tolls, rates, dues, wharfage and other charges at, upon, or in respect of the said piers, jetties, tramways, works, and conveniences on shipping, and on goods, and on animals and persons, and to confer exemptions from the payment of such tolls, rates, dues, wharfage, and other charges.

To appoint and remove pier masters and other officers and servants, and to define the limits within which such pier masters and other officers and servants may exercise the powers to be conferred upon them by the Order.

To define the limits within which the jurisdiction of pier master and the powers and provisions of the Order will extend.

To borrow on mortgage, and otherwise from time to time, any moneys for the purposes aforesaid, upon the security of the intended works, and the tolls, rates, dues, wharfage and charges to be authorized by the Order.

To make and from time to time to alter by-laws, rules, and regulations for the management, use, regulation, and protection of the intended works, and the regulation and control of the ships and vessels, persons, animals, and goods

frequenting or using the same, and the imposition of penalties and restrictions.

To sell or lease the intended works, or any part or parts thereof, or the tolls, rates, dues, wharfage, and other charges, to be authorized by the intended Order, to such person or persons, Company or local authority, upon such terms (pecuniary or otherwise), and upon such conditions and restrictions as the promoter may think fit, or as may be prescribed by the Order.

And it is intended by the said Order to repeal and abolish all right, claim, and privilege to levy, demand, or take tolls, rates, dues, customs, landing dues, or charges, whether claimed or demanded by any corporation, body, or person, and whether under charter, custom, or otherwise within the limits defined by the Order, and whether upon goods, merchandise, animals, or persons, matters, or things loaded, embarked, or unloaded at the said piers or landing places, or at any other place within the said limits, and to extinguish or vary all other rights, privileges, and exemptions inconsistent with, or which might impede or interfere with, the objects and intentions of the said Order, and to confer other rights, privileges, and exemptions.

To incorporate with the said Provisional Order all the provisions, or some of the provisions, of the "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of "The Harbour, Docks, and Piers Clauses Act, 1847."

On or before the 30th day of November, 1873, plans and sections of the proposed works, together with a copy of the 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 that county; at the office of the Board of Trade, Whitehall, London, S.W.

Printed copies of the Draft 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, will be furnished (at the price of one shilling for each copy) to all persons applying for them, at the office of Messrs. Durnford and Co., 45, Parliament Street, Westminster, Parliamentary Agents, and at the office of J. G. G. Radford, Solicitor, Sidmouth.

Dated this 17th day of November, 1873.

J. G. G. Radford, Sidmouth, } Solicitors for
Henry Watson, Middlesbrough, } the Promoters.
Durnford and Co., 45, Parliament Street,
Westminster, Parliamentary Agents.

Glasgow and Yoker Railway.

(Incorporation of Company—Construction of Railway to Yoker—Compulsory Purchase of Lands and Houses—Traffic Agreements and Facilities—Provisions as to Transmission, &c., of Traffic—Power to North British and Caledonian Railway Companies to subscribe, &c.—Tolls and Charges, and alteration of Tolls and Charges—Amendment of Acts—and other Purposes)

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company") for making and maintaining the railways hereinafter described, or some or one of them, with all necessary and convenient stations, sidings, approaches, viaducts, bridges, roads, communications, and other works and conveniences connected therewith (hereinafter called "the intended railways"), that is to say:—

1. A Railway (in this notice called Railway No. 1) commencing by a junction with the railway authorized by "The North British Railway Act,

1873," and therein called Railway No. 12, at a point $23\frac{1}{2}$ chains or thereabouts north-westward from the westmost corner of the Farm Steading of Temple of Garscube, in the occupation of William Fulton, and terminating at a point 3 chains or thereabouts north-eastward from the northmost corner of the Farm Steading of West Barns of Clyde, in the occupation of Robert Paterson; which Railway No. 1 will be situate in, or will pass from, in, through, or into the parishes of New Kilpatrick and Old Kilpatrick, in the county of Dunbarton, and the parish of Renfrew in the county of Renfrew.

2. A Railway (in this notice called Railway No. 2) to be wholly situate in the parish of New Kilpatrick, in the county of Dunbarton, commencing by a junction with Railway No. 1, at a point $23\frac{1}{2}$ chains or thereabouts north-westward from the westmost corner of the Farm Steading of Temple of Garscube, in the occupation of William Fulton, and terminating at a point 28 chains or thereabouts westward from the south-west corner of the Farm Steading of Netherton, in the occupation of William M'Nair.

3. A Railway (in this notice called Railway No. 3) to be wholly situate in the parish of Old Kilpatrick, in the county of Dunbarton, commencing by a junction with Railway No. 1, at the point hereinbefore described as the termination of that railway, and terminating at a point 5 chains or thereabouts north-westward from the westmost corner of the said Farm Steading of West Barns of Clyde, in the occupation of Robert Paterson.

And it is intended by the said Bill to take and confer the powers, and to provide for the purposes hereinafter mentioned, or some of them.

To deviate laterally and vertically from the lines and levels of the proposed works as shown on the plans and sections hereinafter mentioned, within the limits usually authorized, or as may be prescribed by the said Bill, and to repeal or alter certain of the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," relating to the limits of lateral and vertical deviation, and to alterations of roads, and substitution of roads in lieu of altered roads; and to cross, alter, stop up, and divert, temporarily or permanently, all turnpike and other roads and highways, footways, streams, canals, railways, tramways, sidings, passages, sewers, drains, telegraphic apparatus, mains, pipes, and works of every description, and for any purposes which it may be necessary or expedient to cross, alter, stop up, and divert for any of the purposes of the said Bill.

To purchase by compulsion or agreement, or to lease, feu, or otherwise acquire, for the purposes of the intended railways, lands, houses, and other property in all or some of the several parishes aforesaid, and all rights, easements, servitudes, and pertinents relating to or connected with the same, and to purchase other lands by agreement; and to repeal or alter certain of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," as incorporated with the said Bill, relating to the purchase of buildings and manufactories; and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the said Bill.

To levy tolls, rates, duties, and charges; to alter existing tolls, rates, duties, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

To authorize the Company, on the one hand, and the North British Railway Company and the Caledonian Railway Company (hereinafter called "the other Companies"), or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or

with respect to the construction, working, use, management, and maintenance by the other Companies, or either of them, of the intended railways, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance; the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies or any of them; the levying, fixing, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by the contracting Companies, or any of them, to the other of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of Joint Committees, and the exercise of all such other powers as may be found desirable in reference to the purposes 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 said Bill, may be made.

To require and compel the other Companies, both or one of them, and their or either of their respective lessees and assigns, upon such terms as shall be agreed upon or be settled by arbitration, or be provided by the Bill; to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their respective railways or undertakings, or the railways or undertakings of which they or either of them respectively is, are, or may be lessees, or which may be under the management or control of either of them, and at the stations, warehouses, and booking-offices thereof respectively, and to afford all necessary facilities for all passengers, goods, minerals, animals, carriages, and other traffic of whatsoever description coming from or destined for the intended railways or any one or more of them, or any part thereof; and to alter and vary the tolls, rates, and charges which the other Companies, or either of them, may be entitled to take and receive upon their respective railways or undertakings, or upon the railways or undertakings of which they or either of them respectively is, are, or may be lessees, or which may be under the management or control of either of them; and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

To authorize the other Companies, or either of them, to subscribe and contribute funds towards the making and maintaining the intended railways, and to take and hold shares in the capital of the Company, and to guarantee or undertake to pay to or for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the said Bill to apply their funds and revenues, and to raise more money by the creation of guaranteed, preference, ordinary, or debenture shares or stock, and by mortgage, or bond, or cash credit, and that either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended railways, and the tolls, rates, and duties received upon and in respect thereof; and to authorize the other Companies, or either of them, to appoint Directors of the Company.

To authorize the Company, and any Companies, or Corporations, or Commissioners, or Road, Statute Labour, Bridge, or Harbour Trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may

be necessary or expedient for making, maintaining, working, or using the intended railways, and for the construction and maintenance of any sewers, drains, or other works which may be interfered with or rendered necessary in carrying into effect the objects and purposes of the said Bill, and to confirm all such arrangements and agreements already made, or which prior to the passing of the said Bill may be made.

And it is proposed to repeal, alter, or amend certain of the provisions of all or some of the following Acts (that is to say): "The North British, Edinburgh, Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held in lease by or vested in that Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; and the 1st, 3rd, and 4th, 5th and 6th, the 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th and 16th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, the 35th and 36th, and the 36th and 37th years of the reign of Her present Majesty, and all other Acts relating to the North British Railway Company. Also "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, amalgamated with, or held in lease by or vested in that Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 13th and 14th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 35th and 36th, and the 36th and 37th years of the reign of Her present Majesty, and all other Acts relating to the Caledonian Railway Company; also the provisions of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies or Corporations, or any other Company or body who, or whose property and interests, may be affected by any of the powers or provisions of the said Bill.

To vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the said Bill, or any of them, and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Plans and sections describing the lines, situations, and levels of the intended Railways, and the lands, houses, and other property which will or may be taken for the purposes thereof, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or

reputed lessees, and occupiers of such lands, houses, and other property, and a published map with the lines of the intended Railways delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection in the Office at Dunbarton of the Principal Sheriff Clerk of the county of Dunbarton, and at the Offices at Paisley and Greenock respectively of the principal Sheriff Clerk of the county of Renfrew, and a copy of so much of the said plans, sections, and book of reference as relates to each of the above-mentioned parishes, with a copy of this Notice, will be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster with the Session Clerk of each of such parishes, at the residence of such Schoolmaster or Session Clerk, and also with the Registrar appointed for any such parish, under the provisions of the Act of the 17th and 18th years of the reign of Her present Majesty, chapter 80, at his residence, should the Schoolmaster of such parish in office at the date of the passing of "The Education (Scotland) Act, 1872," have ceased to be teacher of a public school in such parish, and all such deposits will be made on or before the 29th day of November, 1873.

Printed copies of the said 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 12th day of November, 1873.

H. and R. Lamond, 64, West Regent-street, Glasgow.

William Robertson, 45, Parliament-street Westminster.

Board of Trade.—Session 1874.

Maidenhead Water.

(Application for Provisional Order for authority to construct Waterworks and to supply Water to Maidenhead and other places in the County of Berks; Powers to Corporation to Purchase or Lease Undertaking, Rates, &c.)

Pursuant to the Gas and Waterworks Facilities Act, 1870.

NOTICE is hereby given that the Maidenhead Waterworks Company (Limited) intend to apply to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, pursuant to the Gas and Waterworks Facilities Act, 1870, for authority to construct and maintain waterworks and works connected therewith, within the borough of Maidenhead and parishes of Cookham and Bray, in the county of Berks.

The intended order will confer upon the Company power to make and maintain the following works, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say—

1. A well or tank, and shaft or boring, and pumping station, with pumping engines, engine and boiler houses, and other works, buildings, and conveniences, to be situated in the south-east corner of a field belonging to John Grant Hodgson, Esq. (portion of the property, No. 150, on the award of the Cookham Common Field Inclosure Commissioners), immediately to the westward of the Wycombe branch of the Great Western Railway, and abutting upon the north side of a new road, and near the level crossing over the said branch railway, at a point about 7 chains, measured in a northerly direction, from the 24½ mile post on the said railway.

2. A service reservoir and water tower and

tank, to be situated in the south-west corner of the plot of ground belonging to the said John Grant Hodgson, numbered 46 on the plan of the Castle Hill Estate (which plot of ground forms a portion of the said field, No. 150 in the said inclosure award), and near the junction of the two new roads with the road leading to the turnpike road at Castle Hill, and about 120 yards, measured in a north-easterly direction, from the north-east corner of the residence of Joseph Henry Clark, Esq.

3. A line of pipes or pumping main in the parish of Cookham, commencing at the well and pumping station first before described, passing thence in a westerly direction along the first-mentioned new road, and terminating at the service reservoir and water tower secondly before described.

4. A conduit, aqueduct, or line of pipes commencing in the parish of Cookham at the service reservoir and water tower, secondly before described, and terminating in the parishes of Cookham and Bray, or one of them, at a point in High-street opposite the Town Hall, in the borough of Maidenhead.

The aforesaid works will be situate in the borough of Maidenhead and parishes of Cookham and Bray, in the county of Berks.

To lay down and maintain conduits, aqueducts, pipes, and other works in, under, over, across, and along, and to cross, break up, open, alter, divert, or stop up, temporarily or permanently, public and private roads, highways, footpaths, streets, quays, pavements, squares, alleys, bridges, public places, canals, towing-paths, railways, tramways, sewers, drains, and water-courses in the aforesaid parishes and places.

The intended order will also authorise the Company to effect the following objects, viz.—

To purchase and acquire by agreement, and hold lands, houses, waters, and other hereditaments and property, and also to take grants of, or acquire, easements over lands, houses, springs, streams, waters, and other hereditaments, for the purposes of their undertaking.

To supply water for domestic, public, trading, and other purposes, and to demand, collect, and recover rates, rents, and charges for such supply, to confer, vary, or extinguish exemptions from the payment thereof, to vary or extinguish all rights and privileges which would interfere with the objects of the Order, and to confer other rights and privileges.

The Order will enable the Company and the Mayor, Aldermen, and Burgesses of the borough of Maidenhead (hereinafter referred to as the Corporation), and any local board, commissioners, trustees, surveyors, bodies, and persons within the limits of the Order, to contract and agree with the Company for a supply of water in bulk or otherwise, for any purpose whatsoever, and will enable such corporation, local board, commissioners, trustees, surveyors, bodies, and persons, to appropriate and apply funds, and raise additional funds by rates or otherwise for such purpose.

The Order will authorise the Company to sell absolutely or to lease for a term of years to the Corporation the whole or any part of the works and undertaking to be authorised by the Order, and the Order will authorise the Corporation to purchase or lease the same for such consideration or rent and on such terms and conditions as the Company and the Corporation may mutually agree upon, or as may be provided for or prescribed by the Order.

The Order will, for the purposes thereof, alter, amend, enlarge, or repeal the provisions of any Act of Parliament or Charter which would inter-

ferre with its objects, and it will incorporate with itself all or some of the provisions of the "Waterworks Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relates to the temporary occupation of lands and such other matters as may be deemed expedient.

The order will also confer upon the Company the other powers mentioned or referred to in the "Gas and Waterworks Facilities Act, 1870," and all other powers usually conferred upon water companies.

On or before the 29th day of November, 1873, a copy of this advertisement, and a plan and section of the proposed works, will be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in the said county, and also at the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order when deposited at the Board of Trade, and copies of the order when made, may be obtained on application at the office of William Bell, 27, Great George-street, Westminster, at the price of one shilling each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1874, and copies of such representation or objection must at the same time be sent to the said William Bell for the Promoters.

Dated this 17th day of November, 1873.

R. A. Ward, Solicitor, Maidenhead.

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

In Parliament.—Session 1874.

Lymm Water.

Incorporation of Company; Construction of Works; Purchase of Lands; power to agree with Local Boards, &c.; Capital; Rates; Amendment and Incorporation of Acts, and other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament during the ensuing session for leave to bring in a Bill to incorporate a Company to be called the Lymm Water Company (hereinafter called "the Company") and to enable the Company to construct works for supplying and to supply with water the parishes of Lymm and Oughttrington, both in the county of Chester.

To enable the Company to construct the works following, or some of them, that is to say:—

1. A well or shaft in a certain field or piece of land in the parish of Lymm aforesaid called or known as the Valley or Dingle, and belonging, or reputed to belong, to George Charnley Dewhurst, Esquire.

2. A pumping station, turbine, and other suitable works and conveniences adjacent to the aforesaid well or shaft and in connection therewith, and with all necessary sumpsh, shafts, and wells.

3. A conduit or main pipe commencing at the before-mentioned pumping station, and passing through, across, and along land belonging, or reputed to belong, to the said George Charnley Dewhurst, Esquire, and roads in the district of Lymm and the parishes and county aforesaid, and terminating at the water tower next hereinafter described.

4. A water tower 60 feet or thereabouts in height, with a tank for storing water and

all proper works and conveniences connected therewith situated on a piece of land belonging, or reputed to belong, to and in the occupation of the said George Charnley Dewhurst, Esquire, in the parish and county aforesaid on the south side of the turnpike road from Warrington to Altrincham, sometimes called by the name of the Higher-lane all which works and the lands to be taken for the purposes thereof, are situate in the township and parish of Lymm and county of Chester aforesaid.

To deviate from the line of the intended works within the limits shown upon the plans hereinafter mentioned and to deviate vertically to any extent from the levels of those works as shown upon the sections hereinafter mentioned.

To enable the Company to supply water for domestic, trading, public, sanitary and other purposes within the district and parishes aforesaid.

To authorise the Company in connection with the intended works, or any of them, to make and maintain embankments, filtering beds, dams, sluices, cuts, channels, pipes, wells, tanks, engines, buildings, machinery, and other works and conveniences, as may be deemed expedient in connection therewith or incidental thereto.

To authorise the Company to lay down and maintain pipes, mains, conduits, sluices, drains, and other works, in, under, over, or across, and for the purposes aforesaid, to cross, break open, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, squares, alleys, public places, bridges, canals, towing-paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and watercourses, and to remove and alter telegraph posts in the parishes or places before-mentioned.

To enable the Company to purchase by compulsion or agreement, or otherwise to take on lease, and to take grants of easements in, over, or under any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes and objects of the intended Act, and to vary or extinguish all rights and privileges connected therewith, or which would in any way interfere with the objects of the intended Act.

To enable the Company to enter into and make contracts with any Corporations, Local Boards of Health, Town Commissioners, trustees, surveyors, parish authorities, and other bodies and persons within the limits of the intended Act, or adjacent thereto, for supplying water in bulk, or otherwise, for sanitary and other purposes, to enable such Corporations, Local Boards of Health, Town Commissioners, trustees, surveyors, parish authorities, and other bodies and persons, to enter into such contracts, and appropriate and apply any funds, and to raise additional funds by rates or otherwise for that purpose.

To enable the Company to raise capital for the purposes of their undertaking by the creation of shares or stock, with or without preference or priority in the payment of interest or dividend, with other special rights and privileges and by borrowing on mortgage or debenture, or by all or any of such means.

To levy and recover rates, rents, and charges for the proposed supply of water and other purposes of the intended Act, and to enter into all necessary agreements and arrangements for that purpose and to confer exemptions from the payment of such rates, rents, and charges.

To make proper provision for preventing the waste, illegal use, abstraction or misuse, and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To enable the Company to sell or lease their undertaking, or any part thereof, as and when they may think fit.

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

And it is intended to alter, amend, extend, enlarge, or repeal in whole or in part, all or some of the provisions of the Act 27 and 28 Victoria, chapter 107, the short title of which Act is "The North Cheshire Water Act, 1864," and any other Act now in force, within the proposed limits of supply, and to incorporate with the said intended Act the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" the Waterworks Clauses Acts, 1847 and 1863; and also such parts of "The Railways Clauses Consolidation Act, 1845;" relating to roads, and the temporary occupation of lands and other matters as may be deemed expedient.

And notice is hereby further given, that plans and sections in duplicate showing the lines, situations, and levels of the said proposed works, and the lands in or through which the same are intended to be made and maintained and intended to be taken, or which may be taken for the purposes aforesaid, or for the purposes of the said intended Act, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection, on or before the 30th day of November instant, with the Clerk of the Peace for the county of Chester, at his office, in the city of Chester, in the said county, and that 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 works are proposed to be made or maintained, or in which any lands to be taken are situate, and also a copy of this notice as published in the London Gazette will be deposited for public inspection, on or before the said 30th day of November instant, in the case of each parish with the parish clerk of such parish, at his place of abode, and in the case of each extra-parochial place with the parish clerk of some parish adjoining thereto, at his place of abode.

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

Dated this 12th day of November, 1873.

Grundy and Kershaw, Manchester, Solicitors;

S. H. Lewin, 1, Upper Charles-street, Westminster, Parliamentary Agent.

Leominster and Bromyard Railway.

(Incorporation of Company for construction of Railway from the Shrewsbury and Hereford Railway at Leominster, to join the Worcester, Bromyard, and Leominster Railway at Bromyard; Power to run over and use portion of Shrewsbury and Hereford Railway, and to use the Leominster Station; Traffic Agreements Facilities; Amendments of Acts, &c.)

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

To incorporate a Company (hereinafter called "the Company"), and to empower the Company to make and maintain the railways hereinafter

described, with all necessary stations and approaches connected therewith, that is to say:—

A Railway (No. 1) wholly in the county of Hereford, commencing in the township or chapelry of Ivington, in the parish of Leominster, by a junction with the Shrewsbury and Hereford Railway, at a point 36 yards, or thereabouts, on the south side of the bridge which carries that railway over the river Arrow, passing thence from, through, or into the townships, parishes, and places of Leominster, Ivington, Eaton, Henor, Stoke Prior, Stretford, Humber, Docklow, Pudleston, Hampton Wafer, Hatfield, Westwood, Edwin Ralph, Butterley, Wackton, Winslow, Bredenbury, Avenbury, Linton, Norton, Thornbury, Bromyard, or some of them, and terminating in the township of Linton, in the said parish of Bromyard, by a junction with the railway of the Worcester, Bromyard, and Leominster Railway Company, authorised by the Worcester, Bromyard, and Leominster Railway Act, 1873, and at the termination of the last-named railway, in a field at or near the turnpike road leading from Bromyard to Stourport, and which field is known as Pigeon-house Meadow, is the property of the Reverend Robert Strong, and is in the occupation of William West, Esq., and at a point in such field 20 yards, or thereabouts, measured in a south-easterly direction from the toll-gate opposite the field last hereinbefore mentioned.

A Railway (No. 2) commencing by a junction with Railway No. 1 in the township or chapelry of Ivington, in the parish of Leominster, at a point in a field 528 yards, or thereabouts, measured in a south-easterly direction from the south side of the bridge which carries the Shrewsbury and Hereford Railway over the river Arrow, and which field was formerly called the Big Meadow, but is now called the Ryse, and is the property of John Hungerford Arkwright, Esq., and is in the occupation of Jonathan Meredith, passing thence, from or through or into the several parishes, townships, and places of Leominster, Ivington, and Eaton, and terminating in the said parish of Leominster by a junction with the said Shrewsbury and Hereford Railway at a point thereon 66 yards, or thereabouts, measured in a southerly direction, from the south end of the abutments of the bridge, carrying the turnpike road leading from Leominster to Bromyard over that railway.

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 enable the company to purchase, by compulsion or agreement, certain lands situate in the parish of Leominster, near the intended termination of Railway No. 2, and bounded on the west by the station and line of the said Shrewsbury and Hereford Railway, on the north by the bridge which carries the said railway over the river Lug, and lying between the said river and the turnpike road leading from Leominster to Bromyard.

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

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

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

To empower the Company, and all other Companies and persons lawfully using their railway, to work into and use the Leominster Station of the Shrewsbury and Hereford Railway, and also so much of the said railway as lies between the termination of the proposed Railway No. 1 and the said Leominster Station and the sidings, works, and conveniences connected with the said station and portion of railway respectively, upon such terms and conditions as may be agreed upon, or as may be settled by arbitration or provided for by the intended Act, and to authorise agreements between the Company and the London and North Western and the Great Western Railway Companies, in whom the said Shrewsbury and Hereford Railway is vested, with reference to the construction, maintenance, and management of the said station, and to confirm any agreement which may have been or may be made between the said Companies with reference to the matters aforesaid, or any of them.

To enable the Company on the one hand, and the Worcester, Bromyard, and Leominster Railway Company, the Leominster and Kington Railway Company, the Kington and Eardisley Railway Company, the Great Western Railway Company, and the London and North Western Railway Company (in this notice called the five Companies), or any one or more of those Companies, on the other hand, from time to time to enter and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways, stations, and works of the contracting Companies, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement which may have been or may be made touching any of the matters aforesaid.

To require the five Companies, and each and every of them, to afford all proper and necessary facilities for the collection, transmission, interchange and delivery of traffic of whatever description coming from or destined for the undertaking of the Company, including through rates and through booking, and the appointment by the Company of clerks and servants at any of the stations of the five Companies, or any of them, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration or as may be defined by the Bill.

To alter, amend, extend, or enlarge, or to repeal some or any of the provisions of the

several local and personal Acts of Parliament following, or some of them, that is to say, "The Worcester, Bromyard, and Leominster Railway Act, 1861," or any other Act or Acts relating to the Worcester, Bromyard, and Leominster Railway Company, "The Shrewsbury and Hereford Railway Act, 1856," and any other Act or Acts relating to the Shrewsbury and Hereford Railway Company, "The Leominster and Kington Railway Act, 1854," and any other Act or Acts relating to the Leominster and Kington Railway Company, "The Kington and Eardisley Railway Act, 1862," or any other Act or Acts relating to the Kington and Eardisley Railway Company; the Acts 5 and 6 Wm. IV., cap. 107; 26 and 27 Vict., caps. 118 and 118, and any other Act or Acts relating to the Great Western Railway Company; the Act 9 and 10 Vict., cap. 204 "The London and North Western Railway (Additional Powers) Act, 1870," and any other Act or Acts relating to the London and North Western Railway Company.

And notice is hereby further given, that on or before the 29th day of November, 1873, plans of the lands intended to be taken, and plans and sections of the said intended railways, a book of reference to such plans, a published map with the line of such railways delineated thereon, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Hereford, at his office in Hereford; and that on or before the said 29th day of November copies of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended railways are proposed to be made, or in which any lands intended to be taken are situate, will, together with a copy of this notice as published in the London Gazette, be deposited with the parish clerk of each such parish, at his usual place of abode; and that on or before the 20th day of December, 1873, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 12th day of November, 1873.

E. D. Green Price, Presteign, } Solicitors.
E. Lloyd, Leominster, }
Sherwood, Grubbe, Pritt, and Cameron,
 7, Great George-street, Westminster,
 Parliamentary Agents.

Board of Trade.—Session 1874.

Medgehall Bridge and Hook Grange Railway.
 (Application for Provisional Order for a Railway from the Medgehall Station of the Manchester, Sheffield, and Lincolnshire, and South Yorkshire Railways, to the North Eastern Railway at Hook Grange; Arrangements with the Manchester, Sheffield, and Lincolnshire Railway Company.)

NOTICE is hereby given of an application to the Board of Trade, under the powers of the Railway Construction Facilities Acts, 1864, and the Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870, to incorporate a Company (herein called "the Company"), and to authorise the Company to make and maintain the railway hereinafter mentioned, or some part or parts thereof respectively, with all proper works, stations, and approaches and conveniences connected therewith respectively, which railway and works will be in the West Riding of the county of York (that is to say): a railway commencing in the parish of Thorne by a junction with the South Yorkshire Railway, at or near the Medgehall

Station of the same railway, and at or near Medgehall Bridge, and terminating in the parish of Snaith by a junction with the North Eastern Railway, at or near a place known as Hook Grange, and at or near a point on that railway 3 miles or thereabouts, measured along that railway, south-west of the Goole Station of that railway, and in a field numbered 743 on the title commutation map of the township of Rawcliffe, in the parish of Snaith, in the West Riding of the county of York.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, watercourses, so far as may be necessary in constructing or maintaining the said intended railway 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 railway and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Manchester, Sheffield, and Lincolnshire Railway Company and the North Eastern Railway Company 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 advantages 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, and to enable the Manchester, Sheffield, and Lincolnshire Railway Company and North Eastern Railway Company to accept, and the Company to grant a lease of the said intended railway and works, or of any parts thereof, in consideration of a rent or other payments to be made to, or of other advantages to be conferred on, the Company.

To enable the Company, and the Manchester, Sheffield, and Lincolnshire and North Eastern Railway Companies from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railway and works, or any part 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 undertaking 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, so much of the North-Eastern Railway as lies between the junction therewith of the railway hereinbefore described, and the Goole Station of

the same railway, together with the said station, and the watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith.

Plans and sections describing the line, situations, and levels of the railway, and the lands in or through which it will be made, together with a book of reference to such plans, containing the names of the owners, lessees, and occupiers of such lands, and an ordnance map with the line of railway delineated thereon, showing its general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection before the 30th day of November instant, with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said riding, and at the office of the Board of Trade, Whitehall-gardens, London, and on or before the same day a copy of so much of the plans, sections, and book of reference, as relates to each of the parishes in or through which the said railway and works are proposed to be made, and a copy of the said Gazette notice will be deposited with the parish clerk of each such parish at his residence. Copies of the proposed draft certificate can be obtained at the under-mentioned offices, and all persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the application for the said certificate, may do so by letter addressed to the Secretary of the Board of Trade, Whitehall-gardens, London, on or before the 1st day of January, 1874. And notice is hereby further given, that after the Board of Trade have settled the said certificate, copies thereof can be obtained at the undermentioned offices at a charge of six pence for each copy, or of such other sum as the Board of Trade may direct.

Dated this 13th day of November, 1873.

W. Woodall, Solicitor, Parliament-street.

W. T. Manning, 20, Great George-street,
Parliamentary Agent.

In Parliament—Session 1874.

Brading Harbour Improvement, Railway, and Works.

(Incorporation of Company—Power to Construct Embankment, Quays, Landing-stages, and Works at Brading Harbour, adjacent to Bembridge and Saint Helen's, and to Deepen and Improve the Navigation of the Harbour, and Making and Maintaining a Deep-water Harbour therein, and to Acquire Powers over Portions thereof—To Construct a Railway from the said Embankment at Bembridge to join the Isle of Wight Railway at the Terminus of its Goods Line at Brading—Powers for Compulsory Purchase of Lands—Levying Tolls—Amendment of Acts—and for other purposes.)

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

To incorporate a Company (hereinafter referred to as the Company), and to empower such Company to make and maintain the following works, or some of them, to wit:—

1. To construct and maintain an embankment for the purpose of improving Brading Harbour, in the parishes of Brading and Saint Helen's, and in the bed or shore of Brading Harbour, together with all proper sluices, openings, bridges, dams, and other works necessary for the said embankment.

2. In connection with such embankment, to erect and maintain quays, landing-places, with all necessary works and conveniences for the landing of passengers, animals, and goods.

3. To make and maintain a railway, with all necessary works and conveniences, from the said embankment and quays mentioned above in paragraphs 1 and 2, to the Isle of Wight Railway, in the parish of Brading.

4. To dam and stop up the river Yar, in the parish of Brading, immediately opposite to Saint Helen's Mill.

5. To acquire harbour powers over portions of Brading Harbour hereinafter defined.

6. The embankment will commence in the parish of Saint Helen's, at a point near Saint Helen's Mill, on the sea-wall which protects that mill from the sea, 140 feet, or thereabouts, measured in a south-westerly direction from the south-west angle of the said mill, and will run thence in a south or a south-easterly direction for a distance of 1,000 yards, or thereabouts, thence in a north or north-easterly direction for a distance of 700 yards, or thereabouts, and will terminate in the parish of Brading at Bembridge, on the sea-shore opposite to the road passing from the Coast Guard Station to Bembridge, at a point on the said shore 350 feet, or thereabouts, measured along the said road in a northerly direction from the north-west angle of the Coast Guard Station. The embankment will be made wholly in the parishes of Brading and Saint Helen's.

7. A railway wholly in the parish of Brading, commencing at Bembridge on the sea-shore, immediately opposite the north-west angle of the Coast Guard Station, at a point 40 feet, or thereabouts, therefrom, and terminating by a junction with the terminus of the goods line of the Isle of Wight Railway, on their quays or landing-places at Brading.

8. To authorize the dredging, deepening, and widening Brading Harbour and its approaches, within an area comprised by an imaginary straight line drawn from the terminus of the embankment, above described, in a north-easterly direction, for a distance of one mile, or thereabouts, thence by another imaginary straight line drawn in a westerly direction to Nodes Point, in the parish of St. Helen's, for 1,000 yards, or thereabouts; and, thirdly, by the sea-shore from Nodes Point to the commencement of the said embankment, and to erect, construct, and maintain such buoys, dolphins, guide-posts, and other conveniences which may be necessary and are usual for harbour purposes.

9. To enable the Company to cross and 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 works above specified, to deviate from the centre line of these works to any extent within the limits of deviation to be shown in the deposited plans. To purchase lands, houses, and other property compulsorily for the purposes of the said intended works and the undertaking; to levy tolls, rates, and charges, including tolls, rates, and charges for use of the portion of the harbour, or any buoys, dolphins, guide-posts, or other conveniences within the limits defined in paragraph 8 of this Notice, in respect thereof; to vary existing tolls, rates, and duties, and to confer exemptions therefrom, and to confer, vary, and extinguish other rights and privileges.

10. To vary and extinguish all existing rights and privileges which would impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

11. To incorporate in the Bill 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 if need be to repeal or vary some of the provisions of those Acts, or some of them.

12. To alter, amend, extend, enlarge, or to re-

peal so far as is 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 Isle of Wight Eastern Section Railway Act 1860, and all other Acts relating to the Isle of Wight Company.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property, in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; and 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 Southampton, at his residence at Winchester, and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relate to each parish in or through which the intended railway and works will be made, or in which any lands, houses, and other property are intended to be taken, and a copy of this Notice will be deposited with the parish clerk, of each such parish, at his residence, and in the case of any extra-parochial places, with the clerk of some parish immediately adjoining thereto, at his place of abode.

Printed copies of the proposed Bill will be deposited at the Private Bill Office of the House of Commons, on or before the 20th day of December, 1873.

Dated this 11th day of November, 1873.

Frederick Gale, 43, Parliament-street, Westminster.

In Parliament.—Session 1874.

Fylde Water.

(New Works—Purchase of Lands—Extension of Limits of Supply—Increase of Share Capital—Borrowing Powers—Levying of Rates—Repeal, Amendment, and Incorporation of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Fylde Waterworks Company, for an Act to alter, amend, extend, and enlarge the powers and provisions of "The Fylde Waterworks Act, 1861," and "The Fylde Waterworks Act, 1870," and by such intended Act, powers will be sought to be conferred upon the Fylde Waterworks Company, hereinafter called "the Company," for all or some of the following purposes, that is to say:—

To execute, make, construct, and maintain, in the lines and according to the levels shown on the plans and sections hereinafter mentioned, the works following, all in the county of Lancaster, that is to say:—

1. A reservoir or reservoirs, with conduits, pipes, and other conveniences connected therewith, and all necessary approaches thereto, to be situate on Barnacre Moor, at or near the site of the Sconce Tarn, in the parish of Garstang and township of Barnacre-with-Bonds, containing 60 acres or thereabouts, to be formed by an embankment commencing at a point about 233 yards measured in a north-westerly direction from the farm-house known as "Moor House," in Braiddale, Bank-lane, thence proceeding westward for 127 yards, thence north-westward for 558 yards, and thence north-eastward for 574 yards, and there terminating at a point about 466 yards south-west of Grizedale Lea Farm House, and also about 917 yards north of the said Moor House.

2. A reservoir or reservoirs, with conduits, pipes, and other conveniences connected therewith, and all necessary approaches thereto, to be situate 15 yards south-west of the public road from Kirkham to Weeton, and at or near Bradley's farm-house and buildings, in the occupation of John Bradley, in the parish of Kirkham and township of Weeton-with-Preese, containing eight acres or thereabouts, commencing at a point 152 yards from such farm-house and extending thence in a south-easterly direction along the side of such road 220 yards, and extending across in a south-westerly direction 90 yards.

3. A reservoir or reservoirs, with conduits, pipes, and other conveniences connected therewith, and all necessary approaches thereto, to be situate at or near the site of "Westby Mill," in the parish of Kirkham and township of Westby-with-Plumpton, containing $3\frac{1}{2}$ acres or thereabouts, commencing at a point 44 yards east of the Clifton Arms public-house, and 11 yards north of the public road from Kirkham to Little Plumpton, and extending thence in an easterly direction along the side of such road 154 yards, and in a northerly direction 82 yards.

4. A reservoir or reservoirs, with conduits, pipes, and other conveniences connected therewith, and all necessary approaches thereto, to be situate at or near "Knowls," in the parish of Bispham and the townships of Bispham-with-Norbreck and Layton-with-Warbreck, containing $6\frac{1}{2}$ acres or thereabouts, commencing at a point 73 yards southward of the point where the boundary dividing the townships of Bispham-with-Norbreck and Layton-with-Warbreck crosses the road leading from the village of Warbreck to Knowls, and also 24 yards westward of such road, and thence proceeding north-westward for 113 yards, thence south-westward for 98 yards, thence south-eastward for 150 yards, thence north-eastward for 62 yards, and thence northward for 83 yards, and terminating at its point of commencement, as above described.

5. An aqueduct or conduit, commencing at a point in the Grizedale Brook, in the township of Nether Wyersdale, in the parish of Garstang, situate 360 yards in a north-westerly direction from Stake House, and passing thence from and through the parishes, townships, and places of Lancaster, Garstang, Bleasdale, Nether Wyersdale, and Barnacre-with-Bonds, and terminating at the north-easterly corner of the reservoir firstly hereinbefore described.

6. A road, entirely in the township of Barnacre-with-Bonds and parish of Garstang, to commence in Braiddale, Bank-lane, at a point about 15 yards north-eastward of Moor House, and to terminate at the south-easterly corner of the reservoir firstly hereinbefore described.

7. An aqueduct or conduit, commencing at the north-easterly corner of the reservoir firstly hereinbefore described, in the township of Barnacre-with-Bonds, and passing thence through the townships of Barnacre-with-Bonds and Nether Wyersdale, and terminating at the foot of the waste water course of the existing Grizedale Reservoir, in the township of Nether Wyersdale, all in the parish of Garstang.

8. An aqueduct or conduit, commencing in the township of Barnacre-with-Bonds, in the reservoir firstly hereinbefore described, at a point about 340 yards south-westward of the north-easterly corner of that reservoir, and passing thence through the townships of Barnacre-with-Bonds and Nether Wyersdale, and terminating in the stone basin at the foot of the embankment of the Grizedale Reservoir, in the township of Nether Wyersdale, all in the parish of Garstang.

9. An aqueduct or conduit, commencing in the township of Carleton, in the parish of Poulton-le-Fylde, in the public road leading from Layton to Bispham, at a point about 594 yards northward of the point where the Poulton and Blackpool Branch of the Preston and Wyre Railway crosses such public road, and passing thence through the townships of Carleton and Layton-with-Warbreck, and parishes of Poulton-le-Fylde and Bispham, and terminating in the easterly side of the reservoir fourthly hereinbefore described.

10. An aqueduct or conduit, commencing in the easterly side of the reservoir fourthly hereinbefore described, and passing thence through the townships of Layton-with-Warbreck and Carleton, and parishes of Bispham and Poulton-le-Fylde, and terminating in the township of Carleton and parish of Poulton-le-Fylde, in the public road leading from Layton to Bispham, at a point about 594 yards northward of the point where the Poulton and Blackpool branch of the Preston and Wyre Railway crosses such road.

11. An aqueduct or conduit, commencing in the south-westerly side of the reservoir fourthly hereinbefore described, and terminating in the public road leading from Warbreck to "Gynn," at a point about 163 yards east of the road from "Hodgson's Farm" to such public road, all in the township of Layton-with-Warbreck and parish of Bispham.

To purchase by compulsion certain lands in the township of Thornton and parish of Poulton-le-Fylde, situate on the northerly side of the public road leading from Bispham to Fleetwood, at or near the junction of such road with Poulton-street in Fleetwood, and bounded on the southerly side by the above public road, and on the easterly side by the intended continuation of Poulton-street.

To extend the limits of supply of the Company so as to include, in addition to the present limits, the townships or places of Stalmine-with-Stainall and Preesall-with-Hackinsall, in the parish of Lancaster, and in the county of Lancaster, and to enable the Company to supply water in such extended limits, and to apply the powers or provisions of the intended Act and of the Company's existing Acts throughout such extended limits.

To intercept, collect, divert, impound, and use the waters of the Grizedale Brook, and of all streams, brooks, and springs, and surface or other water flowing directly or derivatively into the said brook, at a point at the commencement of the aqueduct firstly hereinbefore described, in the township of Nether Wyersdale and parish of Garstang, which waters so intended to be appropriated directly or derivatively, flow or proceed into the Grizedale Reservoir of the Company, and from thence such part as is not used or stored for the purposes of the Company, flows or proceeds into the River Wyre, of which river the said Grizedale Brook is a tributary, and thence into the Irish Sea.

To intercept, collect, divert, impound, and use all other waters that may be intercepted by the proposed works which directly or derivatively flow or proceed into the Grizedale Brook, and thence into the River Wyre, and thence into the Irish Sea.

To enable the Company to erect, place, and maintain all such embankments, engines, pumps, pumping stations, water-towers, machinery, mains, conduits, weirs, channels, cocks, valves, sluices, drains, and other works and conveniences as may be required or deemed expedient in connexion with the said works or any part thereof.

To enable the Company to lay down and main-

tain pipes, mains, conduits, sluices, drains, and other works in, under, over, or across, and for that purpose to cross, break, open, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, public places, bridges, tramways, works, pipes, sewers, drains, streams, and watercourses, and to remove and alter telegraph posts in the parishes or places aforesaid.

To enable the Company to purchase, by compulsion, or by agreement, or otherwise, to take on lease, and to take grants of easements in, over, or under any lands, houses, or other hereditaments, in the several parishes, townships, places, and county aforesaid, requisite or desirable for the purposes aforesaid, or other the purposes of the said intended Act, and to vary or extinguish any rights and privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said intended Act.

To enable the Company, for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, to raise further sums of money, and to increase their capital by the creation of new shares or stock, with or without preference, priority, or guarantee in payment of interest or dividend, or with other special rights and privileges, or by borrowing on mortgage or debenture, or by all or any of such means.

To enable the Company to levy rates or rents for the supply of water, and, so far as may be necessary or expedient, to alter or vary existing rates, to confer exemptions from the payment of any such rates or rents, and to vary the time, mode of raising, and modification of such rates, and the payment thereof, to vary or extinguish any existing rights and privileges, and to confer other rights and privileges.

And it is intended to alter, amend, extend, enlarge, or repeal in whole or in part, all or some of the powers and provisions of "The Fylde Waterworks Act, 1861," and particularly sections 26, 27, and 43 of that Act, and "The Fylde Waterworks Act, 1870," and to incorporate with the said intended Act "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," and "The Waterworks Clauses Acts, 1847 and 1863," or some parts thereof respectively, and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to roads and the temporary occupation of lands, as may be deemed expedient.

And notice is hereby further given, that plans and sections in duplicate, showing the lines, situations, and levels of the said proposed works, and the lands in or through which the same are intended to be made and maintained, and intended to be taken, or which may be taken, for the purposes aforesaid, or for the purposes of the said intended Act, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands; and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county, and that a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said works are proposed to be made or maintained; and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection

on or before the said 30th day of November instant, with the parish clerk of each such parish, at his place of abode.

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

Dated this 12th day of November, 1873.

Wilson and Deacon, Preston, Solicitors.

S. H. Lewin, 1, Upper Charles-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1874.

Brighton and Devil's Dyke Railway.

(Incorporation of Company; Construction of Railway; Purchase of Lands; Special Powers as to underpinning and purchasing Parts only of Houses, &c., and Sale or Lease of superfluous Lands; Tolls; Running Powers and Facilities over Railways of, and Agreements with, London, Brighton, and South Coast Railway Company; Arrangements with that Company for working or Purchase of Railway; Subscriptions by that Company and Corporation of Brighton; Application of their Funds and further Money Powers to them; Amendment of Acts.)

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

1. To incorporate a Company for making and maintaining the railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith, and to confer upon the Company to be thereby incorporated, hereinafter called "the Company," all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:—

A railway commencing in the parish of Preston, in the county of Sussex, by a junction with the main London and Brighton line of the London, Brighton, and South Coast Railway, at or near the underbridge on the said main line, and numbered 142, and being at a distance of three-quarters of a mile or thereabouts on the said line from the railway terminus of the said London, Brighton, and South Coast Railway at Brighton aforesaid, and terminating in the parish of Poynings, in the same county, at a point about 130 yards north-westward from the north-west corner of the Dyke Hotel, which intended railway will be made or pass from, in, through, or into the parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Preston, Patcham, West Blatchington, Hangleton, Newtimber, and Poynings, all in the county of Sussex.

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

6. To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purpose of the said railway and works, or any of them, or of the said intended Bill.

4. To purchase and take by compulsion and also by agreement, lands, houses, tenements, and hereditaments for the purpose of such railway, its

accessories and works, and of the said intended Bill, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. To underpin or otherwise secure or strengthen any house, building, slopes, or earthworks which may be rendered insecure or affected by the intended railway and works, and which houses, buildings, slopes, or earthworks, the whole of which may not be required to be taken or used for the purposes thereof.

6. To enable the Company to sell or lease any lands or property which they may acquire under the powers of the Bill, and which they may not require for the purposes of the intended railway, its accessories and works, and to exempt the Company, so far as may be necessary or expedient, from the provisions of the Railway Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

7. To enable the Company, anything in the Lands Clauses Consolidation Act, 1845, to the contrary notwithstanding, to purchase a part only of any house, building, or manufactory, the whole of which may not be required to be taken for the purpose of the Bill.

8. 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.

9. To empower the Company and all companies and persons lawfully using or working the intended railway, or any part or parts thereof respectively, upon and under such terms and conditions as may be agreed on, or settled by arbitration, or provided in the Bill, to run over, work, and use with their engines and carriages, and for the purposes of traffic of every description, so much of the main London and Brighton line of the London, Brighton, and South Coast Railway Company as lies between the intended railway, commencing in the parish of Preston (as hereinbefore described), and the Brighton Terminus, on the said main line, together with that terminus and all platforms, points, signals, waters, water-engines, engine-shed, standing room for engines, booking and other offices, warehouses, sidings, machinery, works, and convenience of, or connected with the said portion of railway.

10. To require and compel the London, Brighton, and South Coast Railway Company, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, animals, carriages, and traffics (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854), to or from, or over the whole or any part of their railway and the railways under their management or control, to and from the intended railway, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and, if need be, to alter and vary the tolls which the London, Brighton, and South Coast Railway Company are now authorized to receive, and to take upon their railways, or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

11. To empower the Company and the London, Brighton, and South Coast Railway Company (hereinafter called "the two Companies") from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the two Companies, or either of them, or their respective railways and works, or any part or parts thereof respectively, and the management, regulation,

i

interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways of the two Companies, or either of them; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the two Companies, or either of them, or any part thereof, and the employment of officers and servants; and to authorize the appointment of Joint Committees for carrying into effect every or any such contract, agreement, and arrangement as aforesaid, and to confirm any contracts, agreements, and arrangement which have been or may be made touching any of the matters aforesaid.

12. To empower the Company to enter into agreements and arrangements with the London, Brighton, and South Coast Railway Company for the partial or exclusive working by the said London, Brighton, and South Coast Railway Company of the said intended railway and works, or any part or parts thereof, upon such terms and conditions as may be mutually agreed upon between the two Companies; and also to empower the Company to sell, transfer, and make over to the London, Brighton, and South Coast Railway Company the whole or any part or parts of the said intended railway and works upon such terms as may be agreed upon between the said two Companies.

13. To empower the London, Brighton, and South Coast Railway Company, and the mayor, aldermen, and burgesses of the Borough of Brighton (in this notice called the Corporation), or either of them, to take and hold shares in and subscribe towards the undertaking of the Company, or any part thereof, and to guarantee to the Company interest, dividend, annual or other payments on their shares, stock, and debentures, and for those purposes or any of the purposes of the Bill to empower the said Railway Company and the Corporation respectively to apply their respective Corporate funds and revenue, and to raise further monies by borrowing and (as regards to the said Railway Company) by the creation of new shares or stock, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto.

14. To vary or extinguish all rights and privileges inconsistent, or which would in any way interfere with the objects of the intended Bill, or such contracts, agreements, and arrangements aforesaid, and to confer other rights and privileges.

15. 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 6 Geo. IV. cap. 179, 18 Vict. cap. 6, 24 and 25 Vict. cap. 39, 33 and 34 Vict. cap. 100, 36 and 37 Vict. cap. 125, and other Acts relating to the Corporation or to the Borough of Brighton.

16. And notice is hereby also given that plans and sections of the proposed railway and works, with a book of references to such plans, and an ordnance map with a 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 29th day of November instant, a copy, or so much of the said plans, sections, and book of references as relates to each parish or extra-parochial place, in or through which the said railway and works, or any part of them, are or is intended to be made, together with a copy of this

notice, as published in the "London Gazette," will be deposited for public inspection in the case of each parish with the parish clerk thereof at his residence, and in case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

17. 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 next.

Thomas A. Goodman, 19, Prince Albert-street, Brighton, Solicitor for the Bill.

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, Hillhouse, Birkby, Fixby, Lindley, Lindley-cum-Quarmby, Quarmby, Birohen 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, work-

ing, 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 authorise 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, 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, 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, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 53, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 170, 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, 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; 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 Company, namely, local and personal Acts 1 and 2 Will. IV., cap. 60; 2 Will. IV., cap. 69; 5 Will. IV., cap. 30; 6 and 7 Will. IV., cap. 111; 7 Will. IV., cap. 24; 1 Vict. cap. 25; 2 and 3 Vict. cap. 55; 4 Vict. cap. 25; 7 Vict. caps. 16 and 34; 7 and 8 Vict. caps. 60 and 82; 8 and 9 Vict. caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vict. caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 330; 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.

Worcester and Aberystwith Junction Railway. (Incorporation of Company for construction of Railway from the Kington and Eardisley Railway at New Radnor, to join the Mid-Wales Railway at Rhayader; Power to Leominster and Kington, and Kington and Eardisley Railway Companies to subscribe towards; Power to run over and use portion of Mid-Wales Railway and Rhayader Station; Power to use New Radnor Station of the Kington and Eardisley Railway Company; Power to enter into working and traffic agreements with the Leominster and Kington, Mid-Wales, Kington and Eardisley, London and North-Western, and Great Western Railway Companies; Compulsory Facilities; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the following purposes, or some of them (that is to say), to incorporate a Company (hereinafter called "the Company"), and to empower the Company to make and maintain the following railways, or some part or parts thereof, with all necessary and proper stations, works, and conveniences connected therewith respectively (that is to say):—

1. A railway, wholly in the county of Radnor (hereinafter referred to as Railway No. 1), commencing in the parish of New Radnor by a junction with the authorised line of the Kington and Eardisley Railway Company, at or near the termination thereof, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—New Radnor, Harpton and Wolfpits, Gwaithla, Trewern, Llanfihangel-nautmelan, Llandegley, Trellan, Swydd-Graig, Cefnylls, Trefonen, Cwmbryth, Llanbadarnfawr, Llandrindod, Llandewy-ystradeny, Llandewy Church, Llandewy Maestir, Rhoslowddy, Llanyre, Kilgee, Trawscoed, Llanfihangel-helygan, Nantmel, Maesgwyn Upper, Maesgwyn Lower, Gwastedin Cornel,

Gwastedin Church, Vaynor, Coedglasson, Rhayader, Llansaintfraid Cwmdauddwr, Duffryn Elan, Duffryn Gwy Upper, Duffryn Gwy Lower, and terminating by a junction with the Mid-Wales Railway, at or near the bridge carrying the said railway over the public road leading from Rhayader to Nantgwilt, in the said parish of Llansaintfraid Cwmdauddwr.

2. A Railway (No. 2) wholly in the parish of Llanbadarnfawr, in the county of Radnor, commencing by a junction with the said Railway No. 1, at or near the point where the said railway crosses the turnpike-road leading from Newtown to Builth, which said point is situate 180 yards, or thereabouts, measured in a northerly direction along the said road from Llanbadarnfawr Church, and terminating by a junction with the Central Wales Railway of the London and North-Western Railway Company, at or near the point where the said railway crosses the River Ithon, between Pen-y-bont and Llandrindod stations.

To empower the Company to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, streams, canals, and other watercourses, and waters of every description, natural or artificial, telegraphic wires or apparatus, tunnels, subways, tubes, sewers, pipes, buildings, erections, or works of any description within or near to any of the several parishes, townships, and places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act.

To empower the Company to purchase and take, by compulsion and by agreement, lands, houses, tenements, and hereditaments for the purposes of the said railways and works, and of the said intended Act, 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 empower the Company to levy tolls, rates, and charges upon or in respect of the intended railways and works, and to confer exemption from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights or privileges.

To empower the Leominster and Kington Railway Company and the Kington and Eardisley Railway Company, or either of them, if they think fit, to take shares in, and to subscribe and contribute towards the cost of the intended railways and works, and to apply for that purpose any of their funds which may not be required for the purposes of their own respective undertakings, and, if necessary, to enable the said Companies, or either of them, to raise additional capital by the creation of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto.

To authorise the Company and all other Companies lawfully using their railway to run over and use with their engines and carriages of every description, and for the purposes of their traffic, and upon and subject to terms, conditions, and regulations to be agreed upon or settled by arbitration, or prescribed or provided for by the intended Act, so much of the railway of the Mid-Wales Railway Company as lies between the junction therewith of Railway No. 1 and the Rhayader Station, together with the use of the said Rhayader Station and the booking and other offices, buildings, works, and conveniences connected therewith, and also to authorise the Company to use the New

Radnor Station of the Kington and Eardisley Railway.

To enable the Company on the one hand, and the London and North Western Railway Company, the Great Western Railway Company, the Mid-Wales Railway Company, the Leominster and Kington Railway Company, and the Kington and Eardisley Railway Company (in this notice called "the five Companies,") or any one or more of those Companies on the other hand, from time to time to enter and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works of the contracting Companies, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission and delivery of traffic, coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement which may have been or may be made touching any of the matters aforesaid.

To require the five Companies, and each and every of them, to afford all proper and necessary facilities for the collection, transmission, interchange, and delivery of traffic of whatever description, coming from or destined for the undertaking of the Company, including through rate and through booking, and the appointment by the Company of clerks and servants at any of the stations of the five Companies, or any of them, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill.

To alter, amend, extend, or enlarge, or to repeal some or any of the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—"The Leominster and Kington Railway Act, 1854," or any other Act or Acts relating to the Leominster and Kington Railway Company; "The Kington and Eardisley Railway Act, 1862," or any other Act or Acts relating to the Kington and Eardisley Railway Company; "The Mid-Wales Railway Act, 1859," and any other Act or Acts relating to the Mid-Wales Railway Company; the Acts 5 and 6 William IV., cap. 107; 26 and 27 Victoria, caps. 113 and 118, and any other Act or Acts relating to the Great Western Railway Company; the Act 9 and 10 Victoria, cap. 204; "The London and North Western Railway (Additional Powers) Act, 1870," and any other Act or Acts relating to the London and North Western Railway Company.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and an ordnance map, with the 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 Radnor, at his office at Presteign, 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 said railways or 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, and printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 20th day of December next.

Dated the 12th day of November, 1873.

R. D. Green Price, Presteign, } Solicitors.
A. Cheese, Rhayader, }
Sherwood, Grubbe, Pritt, and Cameron,
 7, Great George-street, Westminster,
 Parliamentary Agents.

In Parliament, Session 1874.

Dover Corporation.

(Repeal or Amendment of Municipal Corporation Acts, Prison Acts, Municipal Franchise Acts, Sanitary Acts, Public Health Act, 1872, and Local Acts, Nominations at Municipal Elections, Water Supply, Prevention of Waste, Misuse and Contamination of Water, Execution of Private Works, Levying of Rates, Duties, Fees, and Expenses, Release of Tolls and Rates and Abolition thereof, Consolidation of Debts and Rates, Borrowing Powers, Repayment of Loans, Bye-Laws, Sea Defences, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the mayor, aldermen, and burgesses of the borough of Dover, hereinafter called the Corporation, for an Act for all or some of the following purposes, that is to say:—

To authorise the withdrawal of nominations of candidates at municipal elections for the said borough.

To provide regulations and make provisions by imposition of penalties and otherwise for preventing waste, misuse, and undue consumption, and contamination of water supplied by the Corporation or belonging to them.

To give power to the Corporation for all or any of the following purposes, that is to say:—

To supply water for domestic and other purposes beyond the limits of the said borough on such terms and conditions as they think fit, and, if they so think fit, to make and levy rates in respect thereof, as if the premises supplied were within the said borough.

To supply water for other than domestic purposes on such terms and conditions as they from time to time think fit.

To make and levy water rates according to such graduated or other scale, and otherwise as they from time to time think fit.

To assess or charge water rates on the owners of small tenements, and recover the same from the owners and occupiers and otherwise.

To supply water by measure.

To sell, let on hire, furnish, repair, and maintain pipes, valves, meters, cocks, cisterns, baths, soil-pans, water-closet apparatus, receptacles, and fittings in connection with their water supply, and to provide all materials, and to do all works they deem necessary or proper for that purpose, with consent of owners or occupiers, or, in cases of default of owners or occupiers, without any consent, and to recover the expenses incurred as private improvement expenses, and by private improvement rates and otherwise.

By any officer or authorised person, to enter premises for all or any of the purposes aforesaid, and to examine pipes, meters, cisterns, fittings, articles, matters, and things in anywise connected with their water supply, and cut off such supply, and remove any such pipes, meters, cisterns, fittings, articles, matters, and things being the property of the Corporation.

To make provision and give powers to the Corporation for, and in relation to, the supply of water for the common use of the occupiers of two or more houses or the common use by such occupiers of pipes, meters, cisterns, fittings, articles, matters, and things in anywise connected with such supply, and the making and levying rates in respect of such supply, and the apportioning of sums to be paid for and in respect of the furnishing, use, repair, and maintenance of such pipes, meters, cisterns, fittings, articles, matters, and things, and recovery of apportioned sums from owners and occupiers as in the case of expenses of laying on and supplying water to, and such furnishing, use, repair, and maintenance in the case of a single house under existing powers or the powers of the intended Bill.

To make provision in relation to the water pipes of the Corporation being kept at all times charged, also in relation to the pressure at which water is to be supplied by the Corporation, and in relation to the liability of the Corporation for damage by fire, and for giving powers of entry on and into lands and buildings, and other powers in cases of fire or supposed fire.

To release the tolls payable under the Act 18, Geo. III., chapter 76, and Acts amending the same, from all liability to or in respect of the bond debt which is now charged hereon as well as on the coal dues and general district rates of the said borough, and to abolish the said tolls.

To enable the Corporation to pay off or discharge the existing bond debts of the borough, or some of them, and to re-borrow the moneys so paid off or discharged for an extended period, and to borrow any further moneys for sanitary or other purposes, and (among other purposes) for defraying all or any of the expenses of or in anywise incident to obtaining the Act for which application is intended to be made, and for any period they may think fit, and to make and levy the necessary rates for paying or providing for the principal and interest of moneys to be borrowed, and the expenses incident to the loans, and to agree with the bond-holders, or any of them, for an extension of the periods for which their moneys have been borrowed, and to give the requisite powers to bond-holders being trustees or otherwise under disability to make agreements for the purpose.

To release the special district rates from and to transfer to the general district rates the moneys borrowed on the security of the special district rates.

To provide for or authorise the consolidation into one or more rates, debts, or funds of all or some of the rates and debts of the Corporation, and to make other provisions as to the making, levying, collection, application, and appropriation thereof.

To authorise the Corporation to make, alter, vary, amend, and repeal bye-laws in relation to the following matters, or any of them, that is to say:—

The exposure and conveyance of persons suffering from infectious diseases and bodies of persons who have died of infectious diseases; the disinfection of infected premises, and the

disinfection, sale, and destruction of infectious articles.

The size, ventilation, lighting, and times of starting of omnibuses, the days and times of their use, their route, and transit, the number of persons and quantity of luggage they may carry, the publication of the rates or fares to be paid by persons using them, the conduct of drivers and conductors, and the licensing of omnibuses and the drivers and conductors thereof.

The safe custody and re-delivery of property accidentally left in omnibuses, and the sale or other disposition of such property, and the application of proceeds of such sales.

The places, days, and times of using, and generally the use of traction engines; the conduct of the drivers, conductors, engine-men, and other persons employed in connection with the working of such engines, and the licensing of such engines and such drivers, conductors, engine-men, and other persons.

Imposing, receiving, and applying fees or duties, for licences to be granted under such bye-laws, and the wearing of badges by persons licensed.

To provide for the imposition or authorising the imposition by bye-laws of the Corporation of penalties for breach or non-observance of such bye-laws, and to provide for the recovery and application of such penalties.

To provide for the abolition of all or any private slaughterhouses existing within the said borough, and for the payment of compensation in respect thereof.

To enable the Corporation to provide for the compulsory ventilation of the drains of houses, the drainage whereof is, or shall be, conveyed into or through any of the public sewers, and for the recovery of the expenses of such ventilation from owners and occupiers of such houses as private improvement expenses, and by private improvement rates and otherwise.

To make provision and give powers to the Corporation for and in relation to the joint or common drainage of two or more houses, and the making, repairing, and cleansing of drains or sewers for such drainage, and all things connected therewith, and the apportionment of expenses of making, repairing, and cleansing such common drains or sewers, and the recovery thereof as private improvement expenses and by private improvement rates and otherwise.

To empower the Corporation to require any vacant land adjoining or near to any street, road, or public place to be fenced, and to execute such work at the cost of and recover the cost thereof from the owners and occupiers of such land.

To authorise the Corporation to make compensation to owners of houses or premises which may be totally demolished under the powers of "The Artisans and Labourers' Dwellings' Act, 1868.

To authorise the Corporation to order and enforce the removal of turnpike gates, toll gates, or bars to such distance from the said borough as they may think fit, and to abolish the tolls receivable thereat, and to make compensation (to be settled by arbitration or otherwise) to persons interested in such tolls, and to assume the maintenance, repair, cleansing, and watering of the roads or road to the maintenance whereof, wholly or in part, such tolls were applicable, or any part of such roads or road.

To enable the Corporation to execute new works, and vary, extend, and enlarge existing works, and maintain and repair new and existing works of sea defence in the several parishes and

extra-parochial places of St. James the Apostle, East-cliffe, Dover Castle, and Guston, all in the county of Kent, upon and about East-cliffe jetty, and thence westward along, adjoining, and near to the foreshore to the east side of the stone groyne in front of Guildford Battery and in the parishes and extra-parochial places hereinafter mentioned, for the protection of East-cliffe, in the parishes and extra-parochial places of St. James the Apostle, East-cliffe, and Guston aforesaid, and making and maintaining new or existing promenades, paths, footways, and roads on or in connection with such new and existing works, and to execute, vary, extend, enlarge, maintain, and repair all or any of such works, promenades, paths, footways, and roads as aforesaid outside the boundary of the said borough, and as well seaward as otherwise, as may be necessary or expedient for the purposes aforesaid, and for the protection, maintenance, and use of East-cliffe jetty, and to recover all or any of the expenses thereof from the owners and occupiers of property interested in the said works, promenades, paths, footways, and roads as private improvement expenses and private improvement rates, and otherwise.

To authorise the Corporation for the purposes of the intended Bill to purchase and take by compulsion and agreement, lands, houses, easements, and other property within the parishes before-mentioned.

Generally, to make and levy rates, and to impose penalties, or authorise the imposition thereof, and make other provisions for giving effect to and enforcing the powers and provisions to be given or made by the intended Bill.

To repeal wholly or repeal in part, and alter, amend, extend, and enlarge, and to incorporate, in the intended Bill in extenso, or, by reference, all of some of the powers and provisions of "The Prisons' Acts, 1842 and 1865 (5 and 6 Vict. cap. 98, and 28 and 29 Vict. cap. 126)"; "The Municipal Corporations Act," 5 and 6 Willm. IV, cap. 76; "The Municipal Corporation Act, 1859"; "The Municipal Corporation Mortgages, &c., Act, 1860"; and, generally, the Acts relating to Municipal Corporations, the Acts 32 and 33 Vict. cap. 55; 35 and 36 Vict. cap. 33; "The Sanitary Acts," as defined in "The Public Health Act, 1872"; "The Public Health Act, 1872"; "The Lands Clauses Consolidation Act, 1845"; "The Commissioners Clauses Acts, 1847 (applying the same to the Corporation)"; "The Water Works Clauses Act, 1847"; "The Harbours, Docks, and Piers Clauses Acts, 1847"; "The Towns Improvement Clauses Act, 1847"; and any Acts amending the said Acts or any of them, and any other Act relating or applicable to the said borough, or to the purposes of the intended Bill, 18 Geo. III, cap. 76 (local and personal); 50 Geo. III, cap. 26 (local and personal); 7 Geo. IV, cap. 5 (local and personal); 11 Geo. IV, and 1 Will. IV, cap. 117 (local and personal); and 5 and 6 Will. IV, cap. 47 (local and personal); and the Provisional Order of the General Board of Health in relation to Dover, confirmed by the Act 13 and 14 Vict. cap. 32.

To confer upon the Corporation, all such powers, rights, authorities, and privileges as are or may become necessary for carrying the powers of the intended Bill into execution, to vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete and full effect the objects and purposes of the intended Bill, and to confer other rights and privileges.

And notice is hereby given, that on or before the 29th day of November instant, duplicate plans and sections describing the line and situa-

tion of the said intended works, and the lands, houses, and other property in or through which the same are to be made, maintained, varied, extended, and enlarged, with books of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace, for the county of Kent, at his office in Maidstone, in the said county, and that on or before the said 29th day of November, a copy of so much of the plans, sections, and of the book of reference thereto, as relates to each parish in or through which the intended works are proposed to be made, maintained, varied, extended, and enlarged, together with a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk, of each such parish, at his residence, and in the case of any extra-parochial place with the clerk of the parish next adjoining thereto.

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

Dated this 12th day of November, 1873.

Wollaston Knocker, Town Clerk, Dover.

Edw. Walmisley, 25 Abingdon Street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1874.

Swansea Improvements and Tramways.

(Incorporation of Company for making certain Street Improvements and laying down of Tramways in and near Swansea; purchase of and powers over Oystermouth Railway; agreements with and powers to Corporation of Swansea; and agreements also with Swansea Tramways and Improvements Company, Limited).

NOTICE is hereby given that Application is intended to be made to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes.

To incorporate a Company (herein referred to as "the Company"), and to enable them to make the Street Improvements; and to make and maintain the Tramways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works and conveniences, and to exercise the other powers hereinafter mentioned.

Street Improvements.

To raise and widen so much of the Neath turnpike-road, in the parishes of Swansea and St. John-juxta-Swansea as crosses the Cwm tramway and roadway adjacent and parallel thereto.

To make a new street in the said parishes, commencing at the Neath turnpike-road, where proposed to be widened as aforesaid, and terminating in High-street, near the point of junction of High-street and Jockey-street.

To make a new street in continuation of Trinity-place to High-street; such new street to be wholly situate in the said parish of Swansea, to commence at the junction of Trinity-place with Richard's-place, and to terminate in High-street at or near the houses numbered 18 and 19 in that street.

To widen Castle Bailey-street, in the said Parish of Swansea, between the points after mentioned.

On the west side thereof from College-street to or near to the Independent Chapel in Castle Bailey-street.

On the east side from about the house No. 28

to the street called the Postern, otherwise Castle-street.

On the west side from Temple-street to Caer-street.

To widen, as after mentioned, College-street, Gower-street, and part of Orchard-street, all in the Parish of Swansea.

College-street, on the south side thereof, between High-street and the roadway on the east side of the Methodist Chapel in College-street; and also between No. 12, College-street, and Waterloo-street.

Also College-street, on the north side thereof, between No. 27, College-street, and Orchard-street.

Gower-street, on the south side thereof, between Waterloo-street and No. 5, Gower-street, and on the north side between Orchard-street and Bellevue-street.

Orchard-street, on both sides thereof, between No. 11 in that street and Gower-street on the west side, and between No. 52 and College-street on the east side.

To take down and remove the block of buildings known as "Island House," in the Parish of Swansea, and to throw the site, or some part of the site, into and so as to form part of Wind-street.

To widen St. Mary-street, in the Parish of Swansea, on both sides from Castle-square to No. 17 on the north, and from Castle-square to and inclusive of No. 3 on the south side.

To widen Grove-place, in the Parish of Swansea, on the north-west side, for a distance of 45 yards, or thereabouts, measuring from Mount-pleasant.

To widen St. Helen's-road, in the said Parish of Swansea, on the north-western side thereof, between Brunswick-street and the entrance-gates of the Swansea Infirmary.

Also on the south-eastern side thereof, from Bond-street to the northern end of Bute-place; and also from a point opposite to the office-entrance of Bolton's engineering works to the Oystermouth-road.

To widen Rutland-street and Wassail-street, in the said Parish of Swansea, on the southern side thereof, at and near the junction of those streets.

To provide that such portions of the said new or widened streets as under "The Tramways Act 1870," will not have to be maintained by the Company shall be repaired by the Corporation of Swansea.

Tramways.

I. A Tramway (No. 1) commencing at a point in Walter's-street, opposite to the junction of Bryn-y-Mor-road with Walter's-street, and passing thence along Walter's-street, Henrietta-street, St. Helen's-road, Dillwyn-street, Singleton-street, Nelson-street, Greenfield-street, Wassail-street, Rutland-street, and Victoria-road, and terminating by a junction with the Oystermouth Railway in the last-named road, at a point situate 100 feet or thereabouts east of the north-eastern end of Jeffrey's-place, in the Oystermouth-road.

The centre line of the proposed Tramway No. 1 will be at its commencement in the centre of Walter's-street, and from thence to its termination will continue in the centre of the streets through which it has to pass, except that from a point 30 yards from its termination it will gradually diverge, until at its termination it will be 13 feet from and on the south side of the imaginary centre line of Victoria-road.

II. A Tramway (No. 2) commencing by a junction with the Oystermouth Railway, at a

point 100 feet south-west of the junction of the centre of St. Helen's-road with the centre of the Oystermouth-road, and passing thence in a north-easterly direction across the Oystermouth-road and along St. Helen's-road, and terminating in that road at a point opposite the centre of Heurietta-street.

The centre line of the proposed Tramway No. 2 will be at its commencement 25 feet from, and on the south side of the imaginary centre line of the Oystermouth-road, and will thence gradually approach until in a length of 33 yards it reaches the centre of the Oystermouth-road, and will thence to its termination be laid along the centre of St. Helen's-road.

III. A Tramway (No. 3) commencing by a junction with Tramway No. 1, at a point being the junction of Northampton-place (otherwise St. Helen's-road) with Dillwyn-street, and passing thence in an easterly direction along Northampton-place (otherwise St. Helen's-road), Heathfield-street, Gower-street, College-street, and High-street, and terminating in the last-mentioned street, at a point 50 feet or thereabouts north-east of the north eastermost corner of College-street.

The centre line of the proposed Tramway No. 3 will be laid along the centre of the streets through which it is intended to pass except that in High-street it will be 4 feet from and on the west side of the imaginary centre line in that street.

IV. A Tramway (No. 4) commencing in the Victoria-road by a junction with the Oystermouth Railway at a point 78 feet or thereabouts from and south of the north-eastern corner of the Harbour Office, and passing thence across the Victoria-road into and along Mount-street, Wind-street, Castle-square, Castle Bailey-street, High-street, along the new street proposed to be formed from High-street near the point of junction thereof of Jockey-street to the Neath Turnpike-road, and terminating in the last-mentioned road at a point 40 feet or thereabouts north of the centre of Villiers-street at its junction with the Neath Turnpike-road.

The centre line of the proposed Tramway No. 4 will be at its commencement 17 feet from and on the east side of the imaginary centre line of the Victoria-road, and from thence to the junction of King-street with High-street, it will be laid four feet from and on the western side of the streets through which it is intended to pass, and from thence to the junction of Jockey-street with High-street, will be laid along the centre of High-street, and from thence to its termination will be laid four feet from and on the north-west side of the imaginary centre line of the streets through which it will pass.

IV. (a). A Tramway (No. 4A) commencing in the Victoria-road by a junction with the Oystermouth Railway at the point of commencement of Tramway No. 4 hereinbefore described, and passing thence across the Victoria-road into and along Mount-street, Wind-street, Castle-square, Castle Bailey-street and High-street, and terminating in the last-mentioned street at a point opposite to the centre of King-street at its junction with High-street.

The centre line of the proposed Tramway No. 4A will be at its commencement 17 feet from and on the eastern side of the imaginary centre line of Victoria-road, and from thence to its termination will be four feet from and on the eastern side of the imaginary centre line of the streets through which it is intended to pass.

IV. (b). A Tramway (No. 4B) commencing by a junction with Tramway No. 4 at a point in High-

street opposite to the centre of Jockey-street at its junction with High-street, and passing thence along the new street proposed to be formed from High-street near the point of junction thereof of Jockey-street to the Neath Turnpike-road, and into and along the Neath Turnpike-road, and terminating in that road at a point 40 feet or thereabouts north of the centre of Villiers-street at its junction with the Neath Turnpike-road.

The centre line of the proposed Tramway No. 4B will be at its commencement in the centre of High-street, and from thence to its termination will be four feet from and on the south-east side of the centre line of the streets through which it will pass.

V. A Tramway (No. 5) commencing in the Neath Turnpike-road by a junction with Tramway No. 4 at its point of termination hereinbefore described, and passing thence in a north-easterly direction along the Neath Turnpike-road, and terminating in that road at the point of junction of the centre of Martin-street with the centre of the Neath Turnpike-road.

The centre line of the proposed Tramway No. 5 will be at its commencement four feet from and on the north-west side of the imaginary centre line of the Neath Turnpike-road, and will thence gradually approach until in the length of half a chain it reaches the centre of that road, and will so continue to its termination.

V. (a) A Tramway No. 5A, wholly in the Neath turnpike-road, commencing by a junction with Tramway No. 4B at its point of termination hereinbefore described, and passing thence for a distance of one chain in a northerly direction along the said road, and terminating by a junction with Tramway No. 5 at a point one chain from its commencement.

The centre line of the proposed Tramway No. 5A will be at its commencement four feet from and on the south-east side of the imaginary centre line of the Neath turnpike-road, and will thence gradually approach until at its termination it reaches the centre of that road.

V. (b) A Tramway or passing-place No. 5B, wholly in the Neath turnpike-road, commencing and terminating by junctions with Tramway No. 5, at points respectively three chains and six chains south of the junction of Bowen-street with the Neath turnpike-road.

The centre line of the proposed Tramway No. 5B will be eight feet from and on the eastern side of the imaginary centre line of the Neath turnpike-road, except that for a length of one chain at its commencement, and for a length of one chain at its termination, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

V. (c) A Tramway or passing-place No. 5C, wholly in the Neath turnpike-road, commencing and terminating by junctions with Tramway No. 5 at points respectively opposite to and three chains south of the south-eastern corner of the Half-way House public-house.

The centre line of the proposed Tramway 5C will be eight feet from and on the eastern side of the imaginary centre line of the Neath turnpike-road, except that for a length of one chain at its commencement, and for a length of one chain from its termination, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

V. (d) A Tramway or passing-place No. 5D, wholly in the Neath turnpike-road, commencing and terminating by junctions with Tramway No. 5 at points respectively three chains and six

chains north of the junction of Mysydd-road with the Neath turnpike-road.

The centre line of the proposed Tramway No. 5D will be eight feet from and on the eastern side of the imaginary centre line of the Neath turnpike-road, except that for a length of one chain at its commencement, and for a length of one chain at its termination, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

V. (e) A Tramway or passing place No. 5E, wholly in the Neath turnpike-road, commencing and terminating by junctions with Tramway No. 5, at points respectively opposite to, and three chains south of the junction of Castle-road with the Neath turnpike-road.

The centre line of the proposed Tramway No. 5E will be eight feet from, and on the eastern side of the imaginary centre line of the Neath turnpike-road, except that for a length of one chain at its commencement, and for a length of one chain at its termination, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

V. (f) A Tramway or passing-place No. 5F, wholly in the Neath turnpike-road, commencing and terminating by junctions with Tramway No. 5, at points respectively opposite to and three chains north of the centre of Plasmarl Sunday-school.

The centre line of the proposed Tramway No. 5F will be eight feet from and on the eastern side of the imaginary centre line of the Neath turnpike-road, except that for a length of one chain at its commencement and for a length of one chain at its termination, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

V. (g) A Tramway or passing-place No. 5G, wholly in the Neath turnpike-road, commencing and terminating by junctions with Tramway No. 5, at points respectively nine chains and twelve chains north of the Red Cow public-house.

The centre line of the proposed Tramway No. 5G will be eight feet from and on the eastern side of the imaginary centre line of the Neath turnpike-road, except that for a length of one chain at its commencement, and for a length of one chain from its termination, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

V. (h) a Tramway or passing-place No. 5H wholly in the Neath turnpike-road, commencing and terminating by junctions with Tramway No. 5, at points respectively three chains and half a chain south of the Red House public-house.

The centre line of the proposed Tramway No. 5H will be eight feet from and on the eastern side of the imaginary centre line of the Neath turnpike-road, except that for the length of one chain at its commencement, and for a length of one chain at its termination, it will gradually approach until at its commencement and termination respectively it reaches the centre of the road.

VI. A Tramway No. 6, commencing by a junction with the Oystermouth railway at a point opposite, or nearly opposite to the centre of Powell-street, at its junction with the Strand, and passing thence into and along the Strand and the Neath-road, and terminating in the last-mentioned road by a junction with Tramways Nos. 5 and 5A, at the point of termination of Tramway No. 5A hereinbefore described.

The centre line of the proposed Tramway No. 6 will be at its commencement twelve feet from and on the east side of the imaginary centre line of the Strand, and will continue at the same distance from and on the eastern side of the imaginary centre line of the Strand and of the Neath-road, to a point opposite the boundary-stone of the Neath Trust, about thirteen chains from the point of commencement of Tramway No. 6, and will thence gradually approach until in a length of two chains it reaches the centre of the Neath-road, and thence will be laid to its termination along the centre of the said road.

For the purpose of the said Tramway No. 6 powers will be sought to run over and use and otherwise to interfere with, and to use another rail or rails along the Cwm Tramway for a distance of about 13 chains.

VI. (a) A Tramway (No. 6A) wholly in the Neath-road, commencing by a junction with Tramway No. 6 at a point three chains from its termination, and passing thence in a northerly direction along the Neath-road, and terminating by a junction with Tramway No. 4A at its point of termination hereinbefore described.

The centre line of the Tramway No. 6A will be at its commencement in the centre of the Neath-road, and will thence gradually diverge until at its point of termination it reaches a distance of four feet from and on the east side of the imaginary centre line of that Road.

The said intended Tramways will be wholly situate in the County of Glamorgan, and will pass through or into the Borough of Swansea, the Hamlet of Clase (Lower), and the Parishes of Swansea, St. John-juxta-Swansea, and Llange-felach.

The Bill will expressly provide that unless and until the before-mentioned improvements in the existing streets along which the Tramways, or any of them are or is to be laid, have been completed, it shall not be in the power of the Company to construct Tramways in any such street.

Each of the said intended Tramways will occupy throughout a space of 5 feet 3 inches in width, and the distance thereof from the imaginary centre line hereinbefore stated means the distance of the centre line of the Street Tramway from the imaginary centre line, and the imaginary centre line means in all cases an imaginary line drawn along the centre of the carriage-way of the street through which the Tramway is to be made.

In the following instance the said Tramways will be laid along the several streets or roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-path on either side of the said Streets or Roads and the nearest rail of the Tramway, that is to say—

In St. Helen's-road on both sides from Page-street to Dillwyn-street.

In Nelson-street on both sides between two points respectively, 27 yards and 96 yards east of Plymouth-street.

In Greenfield-street on both sides between two points respectively, opposite to and 50 yards south east of the Albion Inn.

In Rutland-street on both sides between two points respectively, 10 yards and 100 yards south east of Frog-street.

In Northampton-place (otherwise St. Helen's-road) on both sides between two points respectively, opposite to Dillwyn-street and 24 yards east of Christina-street.

In the Neath turnpike-road on the east side thereof, between the points of commencement and

termination respectively of each passing-place in that road before described.

To empower the Company, for the purposes of the Tramways, from time to time to make such crossings, passing-places, sidings, junctions and other works, in addition to those particularly described in this notice, as will be necessary or convenient for the efficient working of the Tramways or for providing access to any stables or carriage-works of the Company.

Also to enter upon and to open the surface of and to interfere with streets, sewers, drains, pavements, and pipes, as far as may be necessary for the purposes of the Street Improvements and Tramways, and to levy tolls, rates, and charges, for the use of the Tramways.

To reserve to the Company the exclusive right of using on the proposed Tramways carriages with flanged wheels, or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail.

To enable the Company to construct and agree with any persons or Corporations for the use of the said Tramways, and to confer all necessary powers in that behalf upon such persons and Corporations.

To enable the Company from time to time, as occasion may require, to lay down temporary tramways whilst the Tramways, or any of the Tramways sought to be authorised by the Bill, are temporarily removed or interfered with.

To extend to the Company, in respect of the proposed Tramways, the provisions of "The Tramways Act, 1870," and of the Act of 1871, so far as the same are applicable, and except so far as the same may be especially varied or excepted by the Bill.

To enable the Company and the Mayor, Aldermen, and Burgesses of the Borough of Swansea (who are herein referred to as "the Corporation") to enter into contracts and agreements with respect to the laying down, maintaining, working, and using of the Tramways, and for facilitating the passage of carriages and traffic over and along the same.

To enable the Company to purchase or acquire by compulsion and agreement, and to take easements over all or any of the lands, houses, and other property to be shown upon the plans, and to be described in the books of reference to be deposited as after-mentioned, which said lands, houses, and other property will be wholly situated in the before-mentioned parishes of Swansea and St. John, and such powers of purchase will for the most part extend to and include a depth of about 80 feet beyond the line of the proposed Street improvements, with the exception of those proposed in St. Helen's-road.

To enable the Company to erect offices, buildings, and other works and conveniences on, and to grant leases of, and to sell such parts of the lands as may be acquired by the Company under the powers of the Bill, and as may not be required for the widening and improvement of the Streets or for the Tramways.

To empower the Company and all Companies and persons lawfully using the Tramways to run over and use the Oystermouth Railway or Tramroad, and the sidings, lands, works, and conveniences connected therewith upon such terms and conditions as may be agreed upon with the owners or mortgagees of that Railway or Railroad, or as may be settled by arbitration, or as may be defined in the Bill.

To enable the Company on the one hand to take a lease of or to purchase, and the owners of the Oystermouth Railway or Tramroad Company

on the other hand, to grant a lease of or to sell to the Company upon such terms and conditions as may have been or may be agreed upon, or as may be fixed by or under the powers of the said Bill, the said Oystermouth Railway or Tramroad, together with all the lands and works, property, real or personal, and effects, rights, powers, and privileges, duties, and liabilities connected therewith, whether with reference to the said undertaking, or any other undertakings, and to enable the Company to exercise and enjoy all such rights, powers, and privileges, and especially the power of levying tolls and other charges upon the said Railway or Tramroad. And the Bill will confer upon the mortgagee of and all other persons interested in the undertaking of the said Oystermouth Railway or Tramroad Company full power and authority to carry out any arrangement which may be made for the lease of or vesting of the said undertaking in the Company, and for dissolving the Oystermouth Railway or Tramroad Company, and winding up their affairs.

To alter and amend, and if need be to repeal the Act 44th Geo. III., cap. 55, relating to the same Oystermouth Railway or Tramroad, and to amend such other Acts as may be necessary in obtaining the powers to be sought for by the said Bill.

To enable the Company on the one hand, and the Corporation on the other hand, to agree for a contribution by the Corporation towards the expense of the before-mentioned Street Improvements, and to enable the Corporation to apply to the purposes aforesaid any monies belonging to them or under their control, and if necessary to raise further monies on mortgage bonds or otherwise.

To authorise the Company and the Corporation to enter into agreements with respect to any of the purposes and powers of the Bill, and to confirm or carry out by the Bill any agreement which has been or may be made prior to the passing of the Bill between the Company and the Corporation, or between the Corporation and the Swansea Tramways and Improvements Company, Limited.

To enable the Company and the Swansea Tramways and Improvements Company, Limited, to make and carry into effect agreements for the exercise by the Company of all such powers and authorities as may be necessary for effecting the objects, or some of the objects for which the said limited Company has been constituted; and the Bill will or may provide for the extinction and dissolution of the last-named Company and its being merged in the Company.

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

Duplicate plans and sections describing the lines, situations, and levels of the proposed Street Improvements and Tramways, and showing also the lands, houses, and other property sought to be acquired under the powers of the Bill, with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice will, on or before the 29th day of November inst., be deposited for public inspection with the Clerk of the Peace for the County of Glamorgan, at his office at Cardiff; and on or before the same day a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which any of the proposed

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 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 10th day of November, 1873.

Walter Webb, Solicitor, 22, Queen Victoria Street, London.

Dyson and Co., 24, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

London and South Western Railway Company.
(Various Powers.)

(Widening and Improvement of Waterloo Bridge Terminal Station—Diversion and stopping up of streets in connection therewith—Widening Railway of Company and purchase of additional lands, in parish of St. Mary, Battersea—Diversion of part of Railway No. 2, authorised by South Western Railway (Extensions) Act, 1873—Stopping up or diversion of footpaths and occupation Roads, and abolition of public and other rights of way in parishes of Twickenham (Middlesex), Newton, St. Cyres (Devon), and Chittlehampton (Devon), and at or near Gillingham Station on Salisbury and Yeovil Railway, and Lympstone Station, on Exmouth Branch Railway—Additional rails on public carriage-roads at Havant and at Crediton Station, on North Devon Railway—Joint and several powers to Company and South Eastern Railway Company, to construct Branch Railway at Reading, and to enlarge South Eastern Passenger Station there—Joint and several powers to Company, and Exeter and Crediton Railway Company, to widen part of Exeter and Crediton Railway and to lay down additional Rails on that Railway and on Bristol and Exeter Railway—Gauges of New Railways and additional rails—Annulling or variation of lease to Company of Exeter and Crediton Railway, and of agreement between Company, and Bristol and Exeter Railway Company—Purchase of lands for works and additional land in parishes of Offwell (Devon), East Morden (Dorset) South Stoneham (county of Southampton) and Chittlehampton (Devon)—Sale or lease to Company of or amalgamation with undertakings of Devon and Cornwall Railway Company, and Barnstaple and Ilfracombe Railway Company—Dissolution of those Companies—Alteration of Tolls—New Tolls—Running powers to Company over Railways of and compulsory facilities against Devon and Cornwall Railway Company—Money powers to South Eastern and Exeter and Crediton Railway Companies—Agreements with and other provisions affecting those Companies and Bristol and Exeter, Devon and Cornwall, and Barnstaple and Ilfracombe Railway Companies—Agreements with Friendly and other Societies, &c.—Further money powers to Company—Repeal or amendment of Acts.)

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

1. To enable the London and South Western Railway Company (in this Notice called "the Company") to make and maintain the works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all proper and sufficient lines of rails, sidings, turntables, stations, approaches, roads, buildings, yards, bridges, arches, viaducts, and other works and conveniences connected therewith, that is to say:—

(a) The widening, enlargement, and improvement of the Company's Waterloo Bridge Terminal Station, on the north-west side thereof, from the Westminster-bridge-road, to or near the northern end of that station;

(b) A diversion of Vine-street, commencing at or near the point at which Little Vine-street joins that street, and terminating at or near the junction of Cross-street and Agnes-street;

(c) The widening and improving of Cross-street from the point at which the diversion above mentioned of Vine-street will terminate to York-road;

(d) The stopping up and discontinuance for traffic of so much of Vine-street as lies between the commencement of the diversion above mentioned of that street and York-road, and of so much and such parts of Anne-street and Agnes-street respectively as lie to the southward or south-westward of Cross-street;

(e) The widening and improvement of the Company's Waterloo-bridge Terminal Station, on the eastern or south-eastern side thereof, commencing at or near the north side of Westminster-bridge-road, and terminating at or near the centre of the south-western side of Henry-place;

The intended works (a, b, c, d, and e) will be wholly in the parish of St. Mary, Lambeth, and county of Surrey.

(f) The widening of the main line of Railway of the Company on the north-western side thereof, in the parish of St. Mary, Battersea, and county of Surrey, from the point at which the Railway crosses over Stewart's-lane for a distance of 56 chains or thereabouts measured along the Railway in the direction of Clapham Junction.

2. To enable the Company to divert the Railway No. 2, authorised by the South Western Railway (Extensions) Act, 1873, commencing at a point on the authorised line of that Railway (as shown on the plans deposited for and referred to in the said Act), about one chain south-westward from the point shown on the said plans, and denoting five miles and one furlong from the commencement of the said authorised line of Railway, and terminating at a point thereon shown on the said plans, and denoting six miles and one furlong from the commencement thereof (which intended diversion will be made or pass from, in, through, or into the parishes and places following, or some or one of them, that is to say, Ash, Ash and Normandy, Frimley, and the Chapelry of Frimley, all in the county of Surrey), and to abandon and relinquish the construction of so much of the authorised Railway No. 2 as will be rendered unnecessary by the intended diversion.

3. To empower the Company to stop up or divert

(a) A footpath now crossing on the level the Thames Valley Railway and the Kingston Extension Railway of the Company, at or near

Fulwell Junction, in the parish of Twickenham, in the county of Middlesex;

(b) A footpath now crossing on the level the Exeter and Crediton Railway at or near the south-eastern end of the passenger platforms of the Saint Cyres Station, on that Railway, in the parish of Newton St. Cyres, in the county of Devon;

(c) An occupation road and footpath now crossing on the level the Railway of the Company at the southern end of the passenger platforms of the Umberleigh Station, in the parish of Chittlehampton, in the county of Devon.

4. To extinguish all public and private rights of way (if any) across or over the Railway of the Company, and of the Exeter and Crediton Railway Company (hereinafter called the "Crediton Company"), at or near the points at which they are now crossed by the said footpaths and occupation road respectively; and also all such rights (if any) over the Thames Valley Railway of the Company: over the site of the passengers and goods stations, yards, and approaches, at or connected with Gillingham Station, on the Salisbury and Yeovil Railway, and over the Exmouth Branch Railway of the Company, between Lymstone Station and a point about 120 chains from that station, measuring along the said Branch Railway in the direction of Exmouth.

5. To empower the Company to lay down and maintain one or more line or lines of rails across and on the level of that part of the public carriage-road in the parish of Havant, in the county of Southampton, leading from the town of Havant to the Havant Gas-works and Cemetery, upon which the land and property of the Company immediately northward of the said Gas-works abuts.

6. To authorise the Company to lay down and maintain upon and across the public carriage-road which crosses on the level the North Devon Railway of the Company, at or near the western end of the Crediton station in the parish of Crediton, in the county of Devon, a line or lines of rails, in addition to, and on the northern or Crediton Town side of the rails already laid down by the Company on and across the said road.

7. To authorise the Company and the South Eastern Railway Company (in this notice called "the South Eastern Company") jointly, or one of them, to make and maintain a branch railway wholly in the parish of St. Lawrence, Reading, in the county of Berks, commencing by a junction with the Reading, Guildford, and Reigate Railway of the South Eastern Company, at a point about twenty-five chains westward of the bridge by which that railway is carried over the river Kennet, near Reading, and terminating on the north side of the North Forbury-road, Reading, at a point opposite, or nearly opposite, the main entrance to the County Gaol, together with all necessary and convenient roads, approaches, stations, sidings, buildings, works, and conveniences connected therewith.

8. To enable the Company and the South Eastern Company, or one of them, to improve, enlarge, and extend the passenger station of the last-mentioned Company, at Reading, in the parish of St. Lawrence, and county of Berks.

9. To make provision as to the construction, ownership, user, maintenance, and management by the Company and the South Eastern Company, or one of them, of the intended branch railway, and enlargement of the passengers' station, at Reading, proposed to be authorised by the Bill, and the lands to be purchased or ac-

quired under the powers of the Bill for those purposes, and to define and regulate, or make other provisions as to the relative and respective rights, liabilities, and obligations of the Company and the South Eastern Company, and the payments (if any) to be made by either Company to the other in respect of any of the matters aforesaid.

10. To empower the Company and the South Eastern Company, from time to time to enter into and carry into effect and rescind contracts or agreements, and to confirm and sanction any agreements which have been or may be made with reference to the said intended branch railway, and enlargement of the passenger station at Reading, or any of the matters aforesaid.

11. To authorise the Company and the Crediton Company, or one of those Companies, to widen the Exeter and Crediton Railway on the western side thereof, from a point opposite or nearly opposite the south-eastern corner of the Cowley Bridge Junction signal box to the northern end of the bridge, carrying the Exeter and Crediton Railway, over the River Exe, at Cowley, the whole of which widening will be situate in the parish of St. David, in the county of Devon, and the county of the city of Exeter, or one of them; and to lay down and maintain an additional line or additional lines of rails upon the whole or some part or parts of the Exeter and Crediton Railway, and also such additional line or lines of rails upon that railway and the Bristol and Exeter Railway, or one of them, as may be necessary or convenient for connecting the rails, of which the Exeter and Crediton Railway when widened will consist, with the rails of the Bristol and Exeter Railway; and if thought expedient, to make the widening and laying down of additional rails and widening, aforesaid, compulsory on both or one of the said Companies, and in that case to prescribe the respective times at and within which the work shall be commenced and completed, and to impose penalties upon the Companies or Company for non-completion within the prescribed time of the works, or such of them, or such part or parts thereof, as may be specified in that behalf in the Bill, and to make provision for compelling or insuring the exercise by the Companies or Company who are to execute the works, or for authorising, on their default, the exercise, in their names, of all or any of the powers to be conferred upon them by the Bill.

12. To prescribe, if necessary, or expedient, the gauge, or gauges upon which the railways to be made and the additional lines of rail to be laid down under the powers of the Bill, or some of them, or some part or parts thereof, shall be constructed.

13. To make provision as to the construction, ownership, user, maintenance, and management by the Company, and the Crediton Company, or one of them, of the rails and works proposed to be authorised by the Bill upon or in connection with the Exeter and Crediton Railway, and the Bristol and Exeter Railway, and the lands to be purchased or acquired under the powers of the Bill for widening that railway, and to define and regulate, or make other provisions as to the relative and respective rights, liabilities, and obligations of the Company and the Crediton Company, and the payment (if any) to be made by either Company to the other in respect of any of the matters aforesaid.

14. To annul or (so far as may be necessary or deemed expedient) to vary or modify the existing lease of the Exeter and Crediton Railway to the Company, and the articles of agreement dated the

14th day of March, 1860, between the Company and the Bristol and Exeter Railway Company, (hereinafter called "the Bristol Company"), scheduled to and confirmed by the London and South Western Railway (Exeter and North Devon) Act, 1860; and to empower the Company, the Crediton Company, and the Bristol Company, or any two of those Companies, from time to time to enter into and carry into effect and rescind contracts or agreements and to confirm and sanction any agreements which have been or may be made with reference to any of the matters above mentioned or referred to.

15. To enable the Crediton Company and the Bristol Company respectively, for the purposes of the intended additional line or lines of rail, and the widening of the Exeter and Crediton Railway and Bristol and Exeter Railway; and the South Eastern Railway Company, for the purposes of the said intended branch-railway, and enlargement of their terminal passenger station at Reading, to apply their respective corporate funds and revenue, and to raise further money by the creation and issue of new shares or stock (whether ordinary or preferential, or both), in their respective undertakings, and by borrowing.

16. To authorise lateral deviations 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 authorise vertical deviations from the levels shown on the sections hereinafter mentioned.

17. To authorise the crossing, diverting, altering, or stopping up, whether temporarily or permanently, of turnpike and other roads, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, for the purposes of the said works or any of them, or of the Bill.

18. To enable the Company, and (as the case may be) the South Eastern Company, and the Crediton Company, to purchase, by compulsion or otherwise, for the purposes of the proposed works, and of the Bill, lands, houses, tenements, and hereditaments in the parishes, townships, and extra-parochial places aforesaid, or some or one of them.

19. To enable the Company to purchase and acquire, by compulsion or otherwise, and to hold for the general purposes of their undertaking, lands, houses, and hereditaments in the parishes hereinafter mentioned, or some of them, or interests, rights, or easements in, over, or affecting the same (that is to say):

- (a) In the parish of Offwell, in the county of Devon, near Honiton Tunnel;
- (b) In the parish of East Morden, in the county of Dorset, near Wareham;
- (c) In the parish of South Stoneham, in the county of Southampton, near Bishopstoke;
- (d) In the parish of Chittlehampton, in the county of Devon, near Umberleigh Station;
- (e) In the parish of Saint Mary, Battersea, in the county of Surrey, near the proposed widening under the Bill of the Company's Railway in that parish;

and to vest in the Company the sites and soil of all or some of the roads, streets, and ways which by the Bill they may be empowered to stop up.

20. To enable the Devon and Cornwall Railway Company (in this notice called "the Devon Company"), and the Barnstaple and Ilfracombe Railway Company (in this notice called "the Ilfracombe Company"), severally and respectively to lease or sell and transfer to the Com-

pany their respective undertakings, railways, works, property, rights, powers, and privileges, or some part or parts thereof respectively.

21. To provide for the union and amalgamation of the respective undertakings, railways, works, proprietaries, stocks, shares, and property, or some part or parts thereof of the Devon Company and the Ilfracombe Company, or of one of those Companies, with the undertaking, railways, works, proprietaries, stocks, shares, and property of the Company, upon such terms and conditions as have been or may be agreed upon, or as may be prescribed by the Bill; and to confirm and give effect to any agreement or agreements which have been or may be entered into between the three Companies, or any or either of them, with reference to any of the matters aforesaid.

22. To enable the Company to exercise and enjoy all or some of the rights, powers, and privileges, of the Devon Company and the Ilfracombe Company.

23. To provide (if need be) for the dissolution of the Devon Company and the Ilfracombe Company, or one of them.

24. To vary the tolls, rates, and charges which the Company, the South-Eastern Company, the Devon Company, the Ilfracombe Company, the Bristol Company, and the Crediton Company, respectively, are now authorised to take, and to authorise the levying of new tolls, rates, and charges, upon or in respect of the respective undertakings of the said Companies, and of the amalgamated undertaking or undertakings, or any part or parts thereof respectively, and of the intended works, and to confer exemptions from the payment of any such tolls, rates, and charges.

25. To authorise and empower the Company to run over, work, and use, with their engines, carriages, and waggons, and their officers and servants, whether in charge of engines or trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, the existing and authorised railways of the Devon Company, or some or one of them, or some part or parts thereof respectively, and the stations, roads, platforms, water, water engines, sidings, signals, points, junctions, machinery, works, and conveniences of or connected with those railways and portions of railway respectively, upon terms to be agreed upon between the two Companies, or determined by arbitration, or prescribed by or under the Bill; and to levy tolls, rates, and duties in respect of the traffic of every description conveyed by the Company over the said Railways, or any of them, or any part or parts thereof.

26. To require and compel the Devon Company to afford in, over, and upon their Railways for the time being all necessary and proper facilities and accommodation by through rates and fares, through booking, through carriages and trucks, and otherwise for the receipt, collection, forwarding, carriage, and delivery of traffic (that word being used in the sense attached to it by the Railway and Canal Traffic Act, 1854) coming from, passing over, or destined for the Railways of the Company, or any part thereof, and to authorise the Company to appoint and keep booking clerks, and goods clerks, and collecting and delivery agents, and other officers and servants, at all or any of the stations of the Devon Company, and to prescribe the terms and conditions on which such facilities and accommodation shall be afforded by the Devon Company.

27. To empower the Company and the Devon Company from time to time to enter into and carry into effect, and rescind agreements with

reference to the construction, user, maintenance, and management by the Company of all or some part or parts of the railways and works of the Devon Company; the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, passing over, or destined for such railways, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from such railways and works, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreement which has been or may be made, touching any of the matters aforesaid.

28. To authorise the Company on the one hand, and on the other any incorporated or other company or association, formed, or registered, or intending to be formed or registered, under the Acts from time to time relating to benefit, or friendly, or provident and industrial societies, or savings-banks, for the purposes authorised by those Acts, or any of them, or any persons proposing to carry into effect similar objects and purposes, to enter into and carry into effect agreements as to payments to be made by the Company to or towards the funds of such company, corporation, society, and association, for or on behalf of, or for the benefit of officers and servants of the Company, and as to the benefits and advantages to be derived by such officers and servants, and the payments to be from time to time made by such company, corporation, society, or association, to such officers and servants, or their representatives, and the making application and enforcement of rules and regulations, the imposing, and levying of penalties and fines, the settlement of disputes by arbitration or otherwise, and all incidental matters.

29. To authorise and empower the Company for all or any of the purposes aforesaid, and for other the purposes of the Bill, and for the purposes of any Act or Acts to be passed in the next Session of Parliament, by which the Company may be authorised to accept a lease, or transfer of, or to amalgamate with their own undertaking the undertaking or undertakings or any part or parts of the undertaking or undertakings of any other Company or Companies, or for any other purpose of the Company, from time to time authorised by Parliament to apply the funds and revenue of the Company, and to raise further monies by borrowing, and by the creation of new shares and stock, and if the Company think fit to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special privileges.

30. And the Bill will vary or extinguish all rights and privileges inconsistent with or which would in any way interfere with any of its objects, and will confer other rights and privileges, and will, so far as may be necessary or expedient, repeal or alter or amend the provisions, or some of the provisions, of the local and personal Acts following, that is to say:—4 and 5 Wm. 4, cap. 88; 1 Vict., cap. 71; 1 and 2 Vict., cap. 27; 2 and 3 Vict., cap. 28; 4 and 5 Vict., caps. 1 and 39; 7 and 8 Vict., caps. 5, 63, and 86; 8 and 9 Vict., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9 and 10 Vict., caps. 129, 131, 173, 174, 175, 252, 355, 370 and 391; 10 and 11 Vict., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11 and 12 Vict., caps. 75, 85, 87, 89, 125, and 157; 51 Geo. 3, cap. 196; 12 and 13 Vict., caps. 33 and

34; 13 and 14 Vict., cap. 24; 14 and 15 Vict., cap. 83; 16 and 17 Vict., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 122, 177, and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 24, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 92, 103, 124, 158, and 185; 24 and 25 Vict., caps. 111, 220, and 234; 25 and 26 Vict., caps. 42, 71, 78, 143, 152, 165, and 227; 26 and 27 Vict., caps. 90, 109, 192, and 208; 27 and 28 Vict., caps. 87, 166, 174, 227, and 325; 28 and 29 Vict., caps. 89, 102, 103, 104, 268, 273, and 304; 29 and 30 Vict., caps. 216, and 217; 30 and 31 Vict., cap. 156; 31 and 32 Vict., cap. 69; 32 and 33 Vict., caps. 53 and 86; 33 and 34 Vict., cap. 110; 34 and 35 Vict., cap. 167; 36 and 37 Vict., caps. 68, 71, and 161; and all other Acts relating to the Company. 6 Wm. 4, cap. 75; 1 Vict., cap. 93; 2 Vict., cap. 42; 2 and 3 Vict., cap. 79; 3 Vict., cap. 46; 5 Vict. (Session 2), cap. 3; 6 and 7 Vict., caps. 51, 52, and 62; 7 Vict., cap. 25; 7 and 8 Vict., caps. 69 and 91; 8 and 9 Vict., caps. 167, 186, 197, and 200; 9 Vict., caps. 55, 56, and 64; 9 and 10 Vict., caps. 305 and 339; 10 and 11 Vict., caps. 104, 230, and 276; 13 and 14 Vict., cap. 31; 15 and 16 Vict., cap. 103; 16 and 17 Vict., caps. 116, 121, 130, and 156; 18 and 19 Vict., cap. 16; 20 and 21 Vict., cap. 155; 22 and 23 Vict., caps. 35 and 81; 23 and 24 Vict., cap. 147; 24 Vict., cap. 12; 24 and 25 Vict., caps. 93 and 191; 25 and 26 Vict., caps. 96 and 220; 26 and 27 Vict., cap. 115; 27 and 28 Vict., caps. 98, 99, 192, and 311; 28 and 29 Vict., cap. 343; 29 and 30 Vict., caps. 227, 235, and 318; 30 and 31 Vict., cap. 8; 31 and 32 Vict., caps. 123 and 172; 33 and 34 Vict., cap. 147; 34 and 35 Vict., cap. 4; 35 and 36 Vict., cap. 153; 36 and 37 Vict., cap. 40; and all other Acts relating to the South Eastern Company. 8 and 9 Vict., cap. 88; and 13 and 14 Vict., cap. 24, and all other Acts relating to the Crediton Company. 6 Wm. 4, cap. 36; 26 and 27 Vict., cap. 60; 28 and 29 Vict., caps. 42 and 97; 34 and 35 Vict., cap. 101; and all other Acts relating to the Bristol Company. 25 and 26 Vict., cap. 165; 26 and 27 Vict., cap. 129; 27 and 28 Vict., cap. 114; 28 and 29 Vict., cap. 149; 30 and 31 Vict., cap. 125; 31 and 32 Vict., cap. 174; 32 and 33 Vict., cap. 127; 34 and 35 Vict., cap. 164; 36 and 37 Vict., caps. 111 and 112, and all other Acts relating to the Devon Company; and 33 and 34 Vict., cap. 110, and all other Acts relating to the Ilfracombe Company.

31. And notice is hereby also given, that plans and sections of the works proposed to be authorised by the Bill, and plans of the lands intended to be taken compulsorily under the powers of the Bill, with a book of references to such plans respectively, and a copy of this notice as published in the *London Gazette*, will, on or before the 29th day of November, 1873, be deposited for public inspection as follows; that is to say, as to so much of the said works and lands as will be constructed or are situated in the county of Surrey, with the clerk of the peace for that county, at his office at Lambeth, in that county; as to so much of the said works and lands as will be constructed or are situated in the county of Berks, with the clerk of the peace for that county, at his office at Reading, in that county; as to so much of the said works and lands as will be constructed or are situated in the county of Devon, with the clerk of the peace for that county, at his office at

Exeter, in that county; as to so much of the said works and lands as will be constructed or are situate in the county of Southampton, with the clerk of the peace for that county, at his office at Winchester, in that county; and as to so much of the said works and lands as will be constructed or are situate in the county of Dorset, with the clerk of the peace for that county, at his office at Sherborne, 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 proposed works, or any lands to be taken by compulsion under the Bill, will be made, or are situate, together with a copy of this notice, as published in the *London Gazette*, will be deposited for public inspection as follows:—

For the Parish of St. Mary, Lambeth, with the Clerk of the Vestry of that parish, at his office, at the Vestry-hall, Kennington-green;

For the Parish of St. Mary, Battersea, with the Clerk of the District Board of Works for the district of Wandsworth, at his office, at Battersea-rise, Wandsworth;

And in the case of each other parish with the parish-clerk thereof, at his residence, and in the case of each extra-parochial place with the parish-clerk of some parish immediately adjoining thereto, at his residence.

32. 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, 1873.

Dated this 13th day of November, 1873.

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

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

In Parliament.—Session 1874.

West Lancashire Railway.

(Extensions to Liverpool; Provisions as to Deviations, Stopping up of Streets; Arrangements with, and Powers of Subscription and Guarantee, and Raising and Application of Funds to the London and North Western, Lancashire and Yorkshire, Midland, Great Northern, Manchester, Sheffield and Lincolnshire, Great Western, and Mersey Railway Companies, and Powers to those Companies to appoint Directors of the Company; Powers to run into and use Central Station at Liverpool; Arrangements with and Powers to Corporation of Liverpool; Powers to raise and apply Capital; other Powers; Amendment or Repeal of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the West Lancashire Railway Company (hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):

To authorise the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper sidings, stations, approaches, works, and conveniences connected therewith or incidental thereto respectively, to be wholly situate in the county palatine of Lancaster, viz.:

A railway (hereinafter referred to as Railway No. 1) to be wholly situate in the parish and borough of Liverpool, commencing by a junction with the Liverpool Central Station

Railway, at a point on or near the centre line of that railway, one hundred and sixty yards or thereabouts, measured along the centre line of that railway in a south-easterly direction from the southern face of the bridge carrying the street known as Newington over the Liverpool Central Station, and terminating at a point in the northern frontage of Dale-street, five yards, or thereabouts, from the south-eastern corner of Hatton-garden and Dale-street, measured along such frontage in a north-easterly direction;

A railway (hereinafter referred to as Railway No. 2) to be wholly situate in the borough of Liverpool, commencing in the parish of Liverpool by a junction with Railway No. 1 at its point of termination as hereinbefore described, and terminating in the parish of Walton-on-the-Hill and township of Kirkdale, in a piece of land situate between Stanley-road and Commercial-road, at a point opposite to the Corporation stables, and twenty-eight yards or thereabouts, measured in a northerly direction, from the southern side of Elston-street, and twenty-five yards or thereabouts, measured in an easterly direction, from the eastern side of Commercial-road;

A railway (hereinafter referred to as Railway No. 3) commencing in the parish of Walton-on-the-Hill and township of Kirkdale, in the borough of Liverpool, by a junction with Railway No. 2 at its point of termination as hereinbefore described, and terminating in the parish of Sefton and township of Sefton, at or near the south-western boundary fence of the road known as Moss-lane, leading from Parkside Farm to the Moss-side Bridge, carrying such road over the Leeds and Liverpool Canal, and at a point ninety yards or thereabouts, measured in a south-easterly direction, along such road from the centre of the said Moss-side Bridge, which intended Railway No. 3 will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Liverpool, Walton-on-the-Hill, Sefton, Kirkdale, Bootle, Orrell and Ford, Litherland, Ford, Orrell, Netherton, Sefton, and the boroughs of Liverpool and Bootle-cum-Linacre;

A railway (hereinafter referred to as Railway No. 4) commencing in the parish of Sefton, in the township of Sefton, at or near the centre line of the branch railway known as the North Mersey Branch of the Lancashire and Yorkshire Railway Company (which branch crosses over the main line of that Company from Liverpool to Ormskirk and Preston near the Aintree Station), and at a point one hundred and twenty-yards or thereabouts, measured in a westerly direction along such branch railway from the centre of the bridge carrying the said branch over the said main line, and terminating in the said parish of Sefton and township of Sefton by a junction with the intended Railway No. 3 at its point of termination as hereinbefore described, which intended Railway (No. 4) will pass from, through or into the parish of Sefton, and townships of Sefton and Netherton, or some of them.

A railway (hereinafter referred to as Railway No. 5), commencing in the parish of Sefton and township of Sefton by a junction with Railways Nos. 3 and 4, at their point of ter-

mination as hereinbefore described, and terminating in the parish of North Meols and township of North Meols, and borough of Southport, at or near the fence forming the boundary between a field in the occupation of James Lloyd and Peter Lloyd, or one of them, and a field in the occupation of Peter Johnson (which fields lie between the Lancashire and Yorkshire Railway and Sussex-road, and the south-western end of which fence is three hundred and seventy-eight yards, or thereabouts, measured in an easterly direction along such Lancashire and Yorkshire Railway towards Wigan, from the level crossing of the public road leading from Little London to Higher Blowick over such Lancashire and Yorkshire Railway), and at a point one hundred and fifty-four yards, or thereabouts, measured in a north-easterly direction along such fence from the northern boundary fence of the said Lancashire and Yorkshire Railway; which intended Railway No. 5 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): Sefton, Altcar, Aughton, Halsall, Ormskirk, North Meols, Orrell and Ford, Ford, Netherton, Great Crosby, Sefton, Thornton, Lunt, Ince Blundell, Altcar, Lydiate, Downholland, Has-kayne, Barton, Halsall, Halsall Moss, Scarisbrick, and North Meols, and the borough of Southport.

A railway (hereinafter referred to as Railway No. 6), to be wholly situate in the township of North Meols and parish of North Meols and borough of Southport, commencing by a junction with the intended Railway No. 5, at its point of termination as hereinbefore described, and terminating by a junction with the Railway No. 1, authorised by "The West Lancashire Railway Act, 1871," at a point eleven yards, or thereabouts, measured along the centre line of such authorised railway, in a north-easterly direction from the public road known as Little London-lane, and in a field in the occupation of Margaret Parkinson, and numbered 67 in the said parish of North Meols, on the plans deposited for the purposes of the said Act with the Clerk of the Peace for the county Palatine of Lancaster.

A railway (hereinafter referred to as Railway No. 7), to be wholly situate in the township of North Meols, in the parish of North Meols and borough of Southport, commencing by a junction with the intended Railway No. 5, at its point of termination, as hereinbefore described, and terminating by a junction with the Railway No. 2, authorised by "The West Lancashire Railway Act, 1871," at a point one hundred and eighty-seven yards, or thereabouts, measured along the centre line of such authorised railway, in a south-westerly direction, from the public road known as Row-lane, which point is in a field in the occupation of Richard Bond, and numbered 106 in the said parish of North Meols, on the said deposited plans.

A Railway (No. 8) wholly in the borough of Liverpool, commencing in the parish of Liverpool by a junction with the intended Railway No. 2 at a point at or near the centre of the intersection of Vauxhall-road and Boundary-street, and terminating in the parish of Walton-on-the-Hill and township of Kirkdale, in a piece of land the property of the Midland Railway Company and John

Gerard Leigh, or one of them, at a point ten yards or thereabouts, measured in a westerly direction from the western boundary fence of the Leeds and Liverpool Canal, and one hundred yards, or thereabouts, measured in a northerly direction from the northern end of the North Shore Mills.

To deviate from the lines or situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of any of the works shown on the sections hereinafter mentioned, to such extent as may be authorised by or determined under the powers of the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

To empower the Company to purchase and take by compulsion and by agreement lands, houses, and other property for the purposes of the intended railways and works.

To authorise the Company to stop up and discontinue as public thoroughfares and to appropriate to the purposes of the Company the whole or any part of the following streets and places, videlicet: Cropper-street, Spitalfields, Shaw Hill-street, and Walker's-place, in the borough and parish of Liverpool, and to cross, stop up, alter or divert, whether temporarily or permanently, all such turnpike and other roads, streets, highways, railways, tramways, navigations, cuts, canals, rivers, sewers, pipes, drains, and other works within or adjoining the aforesaid parishes or places, or any of them, as may be necessary in making and maintaining the said intended railways and works.

To empower the Company to levy tolls, rates, and duties for or in respect of the said intended railways and works, to alter existing tolls, rates and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To empower the Company on the one hand, and the London and North Western Railway Company, the Lancashire and Yorkshire Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Western Railway Company, and the Mersey Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the working, use, construction, management and maintenance of the authorised railways and works of the Company and of the intended railways and works, or any or either of them, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic on the said authorised and intended railways, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, receipt, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from such traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for all or any of the purposes of the respective contract, agreement, or arrangement, the appointment of joint committees, and all incidental matters, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

To authorise the before-mentioned Companies, or any of them, to subscribe and contribute funds

towards the making and maintaining of the intended and authorised railways and works of the Company, or any or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividend, annual or other payment on shares or stock, and the principle and interest of any loan of the Company, and for all or any of the purposes of the Bill to apply their respective funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee in payment of interest or dividend, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the said authorised and intended railways and works, and the tolls, rates, and duties received upon or in respect thereof, and to authorise the said Companies, or any of them, to appoint directors of the Company.

To empower the Company, and all other Companies and persons lawfully using the railways of the Company, or any or either of them or any part or parts thereof, to run into, over, and use with their engines and carriages, waggons and trucks, and their officers and servants, and for the purposes of traffic of every description, the station at Liverpool known as the Liverpool Central Station, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works and conveniences in, on, or connected or used with the said station, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the Cheshire Lines Committee and the Midland Railway Company and the Great Northern Railway Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or either of them, or as, in default of agreement, shall be determined by the Railway Commissioners, or by arbitration, or as may be defined by the Bill; and to require and compel the said Committee and Companies to afford all requisite facilities for the purpose.

To empower the Company and the Corporation of Liverpool to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended railways and works, or any of them, or any part or parts thereof respectively, and the works and conveniences connected therewith, the acquisition and appropriation of lands and property, the contribution of funds and any incidental matters; and to sanction and confirm any such contracts, agreements, or arrangements which now are or which, prior to the passing of the Bill, may be entered into; and to enable the said Corporation of Liverpool for all or any of the purposes of the Bill, to raise further moneys by rates and on mortgage, or bond or otherwise.

To authorise the Company, for the purposes of the Bill, and for the general purposes of their undertaking, to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee in payment of interest or dividend, or other rights or privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred and deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and to authorise the Company to apply to the purposes of the Bill

any capital or funds now belonging to them, or which they are authorised to raise.

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

To alter, amend, extend, enlarge, and to repeal, so far as may be necessary for the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say): "The West Lancashire Railway Act, 1871," "The West Lancashire Railway Act, 1872," "The West Lancashire Railway Act, 1873," 9 and 10 Vic., caps. 204 and 231, 33 and 34 Vic., cap. 84, relating to the London and North Western Railway Company, and all other Acts relating to or affecting that Company; 10 and 11 Vic., cap. 163, relating to the Lancashire and Yorkshire Railway Company, and all other Acts relating to or affecting that Company; 7 and 8 Vic., cap. 18, relating to the Midland Railway Company, and all other Acts relating to or affecting that Company; 9 and 10 Vic., cap. 71, relating to the Great Northern Railway Company, and all other Acts relating to or affecting that Company; 12 and 13 Vict., cap. 81, relating to the Manchester, Sheffield, and Lincolnshire Railway Company, and all other Acts relating to or affecting that Company; 5 and 6 Wm. IV., cap. 107, 26 and 27 Vic., caps. 113 and 198, relating to the Great Western Railway Company, and all other Acts relating to or affecting that Company; 27 and 28 Vic., cap. 290, 29 and 30 Vic., cap. 294, and all other Acts relating to or affecting the Cheshire Lines Committee; 29 and 30 Vic., cap. 139, relating to the Mersey Railway Company, and all other Acts relating to or affecting that Company; and all Acts relating to or affecting the Corporation of Liverpool; and 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 said intended railways and works, and of the lands and houses which may be taken for the purposes thereof, together with a book of reference to the plans, an Ordnance map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in that county; and that on or before the said 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 also given that on or before the 20th day of December next printed copies of the Bill 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.

Toogood and Ball, 16, Parliament-street
Westminster, Parliamentary Agents.

In Parliament—Session 1874.

Mumbles Railway and Pier.

(Incorporation of Company; Construction of Railway between Swansea and the Mumbles, with a Pier in connection therewith; Working Arrangements; Running Powers; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company") for making and maintaining the following railways and pier, with all necessary stations, approaches, works, and conveniences connected therewith, that is to say:

1. A railway commencing in the parish of Swansea by a junction with the Oystermouth Railway or Tramroad at or near the bridge carrying the Swansea Line of the London and North-Western Railway Company over the turnpike-road leading from Swansea to Oystermouth, near Black Pill, and terminating in the parish of Oystermouth, at a point on the Landward Shore of the Inner Sound, about 350 yards south-east of the Mumbles Lifeboat House.
2. A railway commencing in the parish of Oystermouth by a junction with the said intended Railway No. 1, about 440 yards south-westward of the commencement thereof before described, near Black Pill, and terminating in the parish of Swansea by a junction with the said Swansea Line of the London and North-Western Railway Company, about 260 yards eastward of the bridge carrying that line over the said turnpike-road.
3. A pier or jetty (with rails thereon for the passage of engines and carriages) commencing at a point on the said intended Railway No. 1, about 240 yards south-east of the Mumbles Lifeboat House, and extending in an easterly direction for a distance of about 400 yards into Swansea Bay.

The said intended railways and pier will be wholly situate in the parishes of Swansea and Oystermouth, in the county of Glamorgan.

The intended Act will empower the Company to exercise all or some of the following powers, that is to say: To purchase by compulsion and also by agreement, lands, houses, and hereditaments for the purposes of the said proposed railways, pier, and works connected therewith, and, if thought expedient, to confirm or give effect to any agreements and conveyances of lands, houses, and hereditaments made and granted or to be made and granted for those purposes prior to the passing of the intended Act; to levy tolls, rates, duties and charges upon or in respect of the proposed railways, pier, and works; to confer exemptions from the payment of tolls, rates, duties and charges; to vary and extinguish all existing rights and privileges of the Swansea Harbour Trustees in or over Swansea Bay which would interfere with the Company in the construction or maintenance of the said proposed works, and exempt all ships and vessels using the works of the Company from the payment of any rate or toll, if any, now leviable by or payable to the said Trustees; and the said Act will also vary and extinguish all other rights and privileges inconsistent with the objects thereof, and confer other rights and privileges.

To cross, divert, alter, or stop up for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges,

railways, tramroads, and water-courses within or adjoining the parishes and places aforesaid, or any of them.

The intended Act will enable the Company and the London and North-Western Railway Company, and the Oystermouth Railway or Tramroad Company, or other the owner or owners of the Oystermouth Railway or Tramroad from time to time to enter into contracts and agreements for and with respect to the construction, working, management, and maintenance of the said intended railways, pier, and works, or any part or parts thereof, with respect to the use of their respective undertakings or some part or parts thereof, and the supply of rolling stock and plant for those purposes, and with respect to the receipt and apportionment of the tolls and other revenues arising from the traffic of their railways; and the Act will require the London and North-Western Railway Company and the owners of the Oystermouth Railway and Tramroad to afford all reasonable accommodation and facilities for the conveyance of passenger and other traffic coming from or destined for the said intended railways and provide for the division and appropriation of the tolls and charges, arising from such traffic.

The intended Act will empower the Company and all Companies and persons lawfully working or using the intended railways to run over, work and use with their engines and carriages, and for the purposes of traffic of every description upon rates, payments, terms, and conditions to be agreed upon or prescribed by or under the Act, or settled by arbitration, all or some portion or portions of the Oystermouth Railway or Tramroad, together with all stations, sidings, warehouses, buildings, approaches, sheds, works, and conveniences connected therewith or belonging thereto, and require the owner or owners, and persons using and working that railway or tramroad to afford and render all necessary facilities and services for the purposes aforesaid.

The intended Act will alter, amend, extend, enlarge, and repeal so far as may be necessary for the purposes thereof all or some of the provisions of the Act 20 and 21 Vic., cap. 142, and of all other Acts relating to Swansea Harbour; 9 and 10 Vic., caps. 204 and 231, and of all other Acts relating to the London and North-Western Railway Company; "The Swansea and Carmarthen and London and North-Western Railway Act, 1873;" and 44 George III, cap. 55, and of all other Acts relating to the Oystermouth Railway or Tramroad: and the intended Act will also incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Acts, 1845 and 1863; and "The Harbours, Docks, and Piers Clauses Act, 1847."

On or before the 29th day of November instant plans and sections of the said intended railways, pier, and works, and of the lands and houses which may be taken for the purposes thereof, together with a book of reference to such 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 Glamorgan, at his office at Cardiff, in that county, and 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 as 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.

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

Dated this 14th day of November, 1873.

In Parliament.—Session 1874.

Deal, Walmer, and Dover Railway.

(Incorporation of Company; Construction of Railways; Purchase of Lands; Tolls; Running Powers over part of Railways of and Facilities against, and Agreements with London, Chatham, and Dover and South Eastern Railway Companies; Subscriptions by, and Power to Execute the Proposed Works to those Companies; Amendment of Acts.)

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

1. To incorporate a Company for making and maintaining the railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith, and to confer upon the Company to be thereby incorporated (hereinafter called "The Company"), all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:—

A Railway (No. 1) wholly in the parish of Deal, in the county of Kent, commencing by a junction with the Deal branch of the South Eastern Railway at or near the termination thereof at Deal, and terminating at a point about five chains southward from the junction of Blenheim-road and Wellington-road, Deal, in a field in the occupation of Alfred Ewell, which abuts eastward on the Blenheim-road, and southward upon the depot of the Receiver of Wrecks at Deal.

A Railway (No. 2) commencing by a junction with Railway No. 1, at its intended termination as above described, and terminating in the parish of Buckland in the county of Kent, by a junction with the London, Chatham, and Dover Railway, at a point 3½ chains or thereabouts measured along that railway in a northerly direction from the bridge carrying the said railway over the road (known as the Union-road), leading from the London-road by Buckland Brewery to the Union Workhouse, which intended Railway No. 2 will be made or pass from, in, through, or into the following parishes, townships, extra-parochial, or other places or some of them, that is to say:—Deal, Upper Deal, Sholden, Great Mongeham, Little Mongeham, Northbourn otherwise Northbourne, Ripple, Walmer (Upper and Lower), Ringwold otherwise Ringwold, Oxney, Sutton, Waldershare, Kingsdown, East Langdon, West Langdon, West Cliffe, Saint Margaret's at Cliffe, Whitfield, Guston, Ewell,

River, Buckland, Charlton, Hougham, Dover, Saint Mary the Virgin, Saint James the Apostle, both in Dover, Dover Castle, and the Cinque Ports Liberties, all in the county of Kent.

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

3. To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways and works, or any of them, or of the said intended Bill.

4. To purchase and take by compulsion and also by agreement, lands, houses, tenements, and hereditaments for the purposes of such railways and works, and of the said intended Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. To levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the portions of the London, Chatham, and Dover Railway, and of the South Eastern Railway hereinafter mentioned, and to alter the tolls, rates, and duties which the last-mentioned Companies are respectively now authorised to take thereon, and to confer exemptions from the payment of such tolls, rates, and duties.

6. To empower the Company and any Company or persons, for the time being, working or using the railways of the Company, or any part thereof, on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines and carriages, officers, and servants, and for the purposes of traffic of every description, the railways or portions of railways hereinafter mentioned (that is to say):—

(a) So much of the railway of the London, Chatham, and Dover Railway Company (hereinafter called the Chatham Company) as lies between the proposed junction therewith of Railway No. 2, to be authorised by the Bill, and the Admiralty Pier at Dover.

(b) The railways or lines of rails on the Admiralty Pier aforesaid belonging to the Chatham Company and the South Eastern Railway Company (hereinafter called "The South Eastern Company"), or either of them.

(c) The Minster and Deal branch of the South Eastern Railway.

And all stations, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways, or portions of railways, and stations.

7. To require the Chatham Company and the South Eastern Company respectively, upon such terms and conditions as shall be agreed upon, or as shall be provided by the Bill, to book through and forward all passengers, goods, animals, carriages, and traffic (that word having in this notice the meaning assigned to it by the Railway and Canal Traffic Act, 1854) to or from or over the whole or any part of the railways belonging to them respectively, or under their respective

management or control to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic, and, if need be, to alter and vary the tolls which the Chatham Company and the South Eastern Company respectively are now authorised to receive and take upon their respective railways, or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

8. To empower the Company on the one hand, and the Chatham Company and the South Eastern Company 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 either of them, of their railways and works, or any part thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the railways and works of the contracting parties, or either of them or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. To empower the Chatham Company and the South Eastern Company, or either of them, to subscribe towards and take and hold shares in the capital of the Company, and to guarantee interest or dividends on the whole or any part of the stock, shares, and debentures of the Company, and for any such purpose, or for any other purpose of the Bill, to raise further money by the creation and issue of new shares and stock (whether ordinary or preferential, or both) and by borrowing, and to enable the subscribing Company or Companies to appoint a director or directors of the Company.

10. To authorise and empower the Chatham Company and the South Eastern Company, or either of them, in such events and upon, under, and subject to such terms (pecuniary or other), conditions, and restrictions as may be prescribed by the Bill, to undertake the execution of the works or some of the works to be authorised by the Bill, and in any such event to transfer to the Companies or Company so undertaking the execution of the works (hereinafter referred to as "the constructing Companies or Company") all or some of the lands and property of the Company, and to enable the constructing Companies or Company to exercise and enjoy all or some of the rights, powers, and privileges of the Company under the Bill, and (if need be) to provide for the dissolution of the Company and the winding up of their affairs.

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

12. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend, enlarge, or repeal the provisions or some of them of the several local and personal Acts of Parliament following (that is to say):—16 and 17 Vict., cap. 132; 30 and 31 Vict., cap. 209; 32 and 33 Vict., cap. 116; 34 and 35 Vict.,

cap. 131; and all other Acts relating to the Chatham Company, 6 Wm. 4, cap. 75, and all other Acts relating to the South Eastern Company.

13. And notice is hereby also given that plans and sections of the proposed railways and works showing the situation and levels thereof, with a book of reference to such plans, and an Ordnance map, with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 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, in the same 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 said railways and works, or any part of them, are or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection in the case of each parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

14. 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, 1873.

Dated this 14th day of November, 1873.

<p><i>Mercer and Mercer</i>, 1, Cophall Court, London, <i>Mercer, Edwards, and Mercer</i>, Deal, <i>J. Dorrington and Co.</i>, 29, Great George- street, Westminster,</p>	}	<p>Solicitors for the Bill. Parliamentary Agents.</p>
---	---	---

Newbury and Lamborne Tramway,
(Application for Provisional Order for Power to
construct Tramways.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next for a Provisional Order to authorise and empower the Newbury and Lamborne Tramway Company Limited (herein referred to as "the Company") to construct and maintain the tramways described in this notice, or some one of them, or some part or parts thereof respectively, with all necessary and convenient turn-outs, passing places, stations, works, and conveniences (that is to say):

1. A Tramway, No. 1, commencing at the north-west end of the bridge which carries the road over the Great Western Railway at Newbury, in the parish of Thatcham, chapelry of Greenham, and thence passing along Cheap-street, the new road to the cattle market, Bartholomew-street, across the bridge that carries the road over the River Kennet, up past Donnington-square, and will pass from, through, or into the following parishes of Thatcham, Chapelry of Greenham, Newbury, Speen, Boxford, Welford, East Shefford, West Shefford, East Garston, and Lamborne, and will terminate at a point 20 feet to the south-west corner of the Red Lion Hotel at Lamborne, in the county of Berks.

Tramway No. 1 will, at its commencement, and thence for a length of 2 chains, be laid along the centre of the road, and thence it will gradually diverge for the length of three-quarters of a chain westerly until the centre line of the tramway attains the distance of 4 feet 6 inches from and west of or to the lefthand side of the imaginary centre line of the road, and will continue at that

distance, and on the same side of the said imaginary centre line, until entering and passing over Bartholomew-street; the tramway will then follow the course of the imaginary centre line, and will keep in the centre of the road until reaching within 2 chains of the south end of the bridge which carries the road over the River Kennet, and thence it will gradually diverge for the length of 1 chain westerly until the centre line of the tramway attains a distance of 3 feet 6 inches from and to the west of the imaginary centre line of the road, and will continue at that distance and on the same side of the said imaginary centre line for the further length of $1\frac{1}{2}$ chains, and will thence again gradually approach the imaginary centre line until, in the further length of three-quarters of a chain, it reaches the centre of the road, and thence the tramway will be laid along the centre of the road to a point 6 chains south of the Pelican Hotel, and thence will gradually diverge for the length of three-quarters of a chain westerly or to the left-hand side of the imaginary centre line, until the centre line of the tramway attains a distance of 4 feet 6 inches from and west of the imaginary centre line of the road, and will continue at that distance and on the same side of the said imaginary centre line throughout the entire length and to the termination of the tramway.

2. A Tramway No. 2, to be wholly situate in the parish of Thatcham (chapelry of Greenham), commencing by a junction with Tramway No. 1, at a point in Cheap-street, about 50 feet north-west of the bridge which carries the road over the Great Western Railway at Newbury, and thence passing along the road to the Goods Station of the Great Western Railway, and will terminate at a point opposite the north-east corner of the large shed.

The centre line of Tramway No. 2 will, throughout its entire length, be laid on the left hand or northerly side of the imaginary centre line of the road along which it will pass, and at a distance of about 4ft. 6in. from such imaginary centre line.

3. A Tramway No. 3, situate in the parishes of Thatcham (chapelry of Greenham) and Newbury, commencing by a junction with Tramway No. 1, at a point in Cheap-street, about 230 feet north-west of the bridge which carries the road over the Great Western Railway at Newbury, and thence passing along the road to the Passenger Station Up Departure Platform, and terminating at a point opposite, or nearly opposite, to the door into the ticket office, but about 20 feet to the north of such door.

The centre line of Tramway No. 3 will, throughout its entire length, be laid on the right hand or northerly side of the imaginary centre line of the road along which it will pass, and at a distance of about 4ft. 6in. from such imaginary centre line.

4. A Tramway No. 4, to be wholly situate in the parish of Newbury, commencing by a junction with Tramway No. 1, at a point in Cheap-street, about 10 chains 50 links from the commencement of Tramway No. 1 as already described, and will terminate at a point opposite, or nearly opposite, to Back-lane, leading from the corn wharf.

The centre line of Tramway No. 4 will be laid on the westerly or left hand side of the imaginary centre line for a length of about 8 chains, and will be about 4ft. 6in. from and to the west of the imaginary centre line, and thence it will gradually diverge for the length of 1 chain eastwardly until the centre line of the tramway attains a distance of 4ft. 6in. from and to the east of the imaginary centre line, and will keep thus for about the distance of 6 chains. Thence it will gradually diverge and keep in an easterly direction, and the centre line of the tramway will attain a distance of about 3ft. 6in. from and to the north of the

imaginary centre line, which distance it will keep until its termination.

5. A Tramway No. 5, to be wholly situate in the parish of Newbury, commencing by a junction with Tramway No. 4 at a point about 1 chain from the south-west corner of the White Hart Hotel, and will terminate by a junction with Tramway No. 1 at a point about 1 chain south of the bridge that carries the road over the River Kennet.

The centre line of Tramway No. 5 will from its commencement be laid on the south or left hand side of the imaginary centre line, and will be at a distance of about 3 feet 6 inches from such imaginary centre line, which distance it will retain until its junction with Tramway No. 1.

6. A Tramway No. 6, to be wholly situate in the parish of Newbury, commencing by a junction with Tramway No. 4 at a point northward of the south-west corner of the White Hart Hotel, and terminating by a junction with Tramway No. 5 at a point northward of the north-east corner of the Town Hall.

The centre line of Tramway No. 6 will be from its commencement about 3 feet 6 inches to the north or right hand side of the imaginary centre line, and will gradually approach within the distance of 1 chain the said imaginary centre line, which it will cross, and will then gradually diverge to the south or left hand side of such imaginary centre line until it attains the distance of about 3 feet 6 inches, which distance it retains to its termination.

Notice is hereby further given, that the space, 9 feet 6 inches, between the outside of the footpath on either side of the road and the nearest rail of the tramway cannot be afforded in the following streets, roads, or places (that is to say): through Cheap-street, along the road leading to the Station (Newbury), also along the road leading to the goods station of the Great Western Railway, the new road to the cattle market, Bartholomew-street, Northbrook-street, the road leading to the corn wharf, and throughout all the villages along the entire route.

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

To enable the Company to levy tolls and charges for the use of the proposed tramways, such tolls and charges being levied either upon the carriages using the tramways or in respect of passengers and other traffic conveyed upon the same, or in both manners, and to confer exemptions from the payment of tolls or charges, and to confer, vary, or extinguish other rights or privileges, and to enable the Promoters to exercise the other powers granted by "The Tramways Act, 1870."

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in the 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.

Notice is hereby also given, that a copy of this notice, as published in the London Gazette, together with the relative plans and sections will be deposited for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Berks, at his office at Abingdon; at the office of the Board of Trade, Whitehall, London; with the clerk of each of the aforesaid parishes through which the tramways will pass, at their respective residences; and at

the office of the local authority of each district, parish, or place.

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

All persons desirous of making any representations to the Board of Trade, or of bringing before them any objections respectively the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, on or before the 15th day of January, 1874; and a copy of any such objections must also be sent at the same time to the Promoters.

Dated this 15th day of November, 1873.

W. T. Manning, 20, Great George-street,
Westminster.

In Parliament.—Session 1874.

Cadogan and Hans-place New Roads and Improvements.

(Widening of Pont-street; New Road from Pont-street to Grove-place; New Roads from Eaton-terrace and Eaton-place to Ovington-square, Brompton; Widening of part of Cadogan-place; Powers to Metropolitan Board of Works; Vestries of Saint Luke, Chelsea, and St. George, Hanover-square.)

A PPLICATION 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:—

To enable North Ritherdon, of 83, Wellington-road, West Hackney, in the county of Middlesex (hereinafter referred to as the undertaker), to make and maintain the new roads or streets, and widenings or alterations of streets or roads, hereinafter mentioned, or some or one of them, or some part or parts thereof, with all needful works, approaches, and alterations connected therewith respectively (*that is to say*):—

1. The widening of Pont-street, wholly in the parish of St. Luke, Chelsea, between Cadogan-place and Sloane-street, commencing on the western side of Cadogan-place, and terminating on the eastern side of Sloane-street.

2. A new street, wholly in the same parish, commencing on the western side of Sloane-street, opposite the termination of Pont-street, aforesaid, and terminating on the eastern side of Walton-street, opposite the junction therewith of Grove-place.

3. A new street commencing in the parish of St. George, Hanover-square, at the junction of Eaton-terrace with West Eaton-place, and terminating in the parish of St. Luke, Chelsea, at the eastern end of the thoroughfare now forming the southern side of Cadogan-place.

4. A new street commencing in the parish of St. George, Hanover-square, at the junction of Chesham-street with Eaton-place, and terminating in the parish of St. Luke, Chelsea, at the southern end of Little Cadogan-place.

5. A widening of the thoroughfare now forming the southern side of Cadogan-place, commencing in the parish of St. Luke, Chelsea, at the junction of the said thoroughfare with the southern end of Little Cadogan-place, and terminating in the same parish at the eastern side of Sloane-street.

6. A new street wholly in the said parish of St. Luke, Chelsea, commencing on the western

side of Sloane-street, opposite the end of the thoroughfare lastly hereinbefore described, and terminating on the east side of Walton-street, aforesaid, opposite the junction of that street with Vincent-street. The said roads and works will be situate in the county of Middlesex.

To make junctions and communications in connection with the proposed new streets or widenings, or alterations of streets, with any existing streets which may be joined, intersected, or interfered with, or be contiguous to the line of the intended new streets or widenings, or alterations of streets, and to alter the line and levels of any existing streets, roads, or ways, public or private, to any extent which may be defined in the Bill; to stop up, divert, alter, and appropriate all or any part of the streets, courts, gardens, passages, or places following, that is to say, Cadogan-place, Little Cadogan-place, Pont-street, Doyley-street, Lyall-place, New-road or Pavilion-road, Pavilion-street, Hans-place, Hans-place-gardens, and any other streets, courts, gardens, passages, and places which may be shown upon the plans hereinafter mentioned or defined in the Bill.

To stop up, alter, and appropriate any sewers, drains, pipes, tubes, lamp-posts, telegraphic and other apparatus which may be required for the purposes of the Bill; to deviate from the lines and levels of the intended works to any extent which may be defined by the Bill, and to construct all such subways, sewers, drains, and works as are necessary or incident to the proposed new streets and improvements.

To purchase by compulsion and agreement all such lands, houses, and other property as may be required for the purposes of or in connection with the proposed new streets or widenings or alterations of streets, and as will be shewn upon the said plans, and also to acquire easements, in, over, or through any such lands.

To sell, lease, or appropriate for building or other purposes any land to be acquired under the powers of the Bill and not required for the purposes thereof, and to do all such works and exercise all such powers as may be incidental or accessory to any of the objects of the Bill.

The Bill may empower the Metropolitan Board of Works and the vestry of the parishes of St. Luke, Chelsea, and St. George, Hanover-square, and the undertaker, or any of them, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction and maintenance of the intended new streets or widenings, or alterations of streets and works, or any of them, or any part or parts thereof, the acquisition and appropriation of lands and property for the purposes thereof, the contribution of funds and any incidental matters, and may sanction and confirm any contracts, agreements, or arrangements which now are, or which prior to the passing of the Bill may be entered into touching the matters aforesaid, and to authorise or provide for the vesting in the Metropolitan Board of Works, upon such terms and conditions and subject to such restrictions as may be agreed upon or prescribed by the Bill, of the intended new streets and widenings of streets, or any part or parts thereof, and any lands or other property purchased or acquired under the powers of the Bill, and for the maintenance of the said new streets, or widening of streets, by the said Metropolitan Board of Works, and the Bill may also enable the Metropolitan Board of Works out of any funds which Parliament may place at their disposal to contribute moneys towards the construction and maintenance of the said new streets or widenings of streets and works and may

authorise the Metropolitan Board of Works for all or any of the purposes of the Bill, to raise further moneys by levying of rates or on mortgage or bond or otherwise.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects and confer upon the undertaker all such rights, powers, and privileges as may be necessary or expedient in carrying into effect the purposes thereof, and it will incorporate with itself any provisions of "The Lands Clauses Acts, 1845, 1860, and 1869," and "The Railways Clauses Acts, 1845 and 1863," which may be required for carrying into effect the purposes of the Bill, and it may amend, vary, or enlarge some of the powers and provisions of (among other Acts) the Metropolis Local Management Act, 1855, and any other Acts amending the same or relating to the Metropolitan Board of Works.

Duplicate plans and sections describing the lines, situation, and levels of the proposed streets 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, 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 with the Clerk of the Peace for the city and liberties of Westminster, at his office at the Sessions House, Westminster, and on or before the same day a copy of the said plans, sections, and books of reference, and a copy of this notice will be deposited with the vestry clerk of the parish of St. Luke, Chelsea, at the Vestry-hall, King's-road, Chelsea, and with the vestry clerk of the parish of St. George, Hanover-square, at the Vestry-hall, Mount-street, Berkeley-square.

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.

Webster and Graham, 17, Ely-place, Holborn, Solicitors for the Bill.

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

In Parliament.—Session 1874.

Crystal Palace and South London Junction Railway. No. 2.

(Brighton Railway (London-Bridge) Junction). (New Railway to form Junction with the Brighton Railway (for London-Bridge)—Powers for vesting, working, sale, lease, amalgamation, subscription, and other powers to Brighton, Dover, Midland, Great Eastern, and East London Companies, in reference to undertakings, or parts of undertakings, of those Companies, or some of them, and Crystal Palace and South London Junction Railway Company—Amendment of Acts.)

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

To authorise the Crystal Palace and South London Junction Railway Company, hereinafter called "the Company," to make and maintain the Railway following, with all proper approaches, stations, works, and conveniences connected therewith, that is to say,—

A Railway to be wholly situate in the parish

of St. Giles, Camberwell, in the county of Surrey, commences by a junction with the Crystal Palace and South London Junction Railway, at or near the east end of the three arch bridge carrying that railway over the road, known as Evelina-road, and terminates by a junction with the two easternmost lines of the London, Brighton, and South Coast Railway (South London Line), at or near the signal-box on the south side of Queen's-road Station.

To authorise the Company to deviate laterally and vertically from the line and levels of the proposed works as shown on the plans and sections hereinafter referred to within the limits usually authorised, or which may be prescribed by the intended Act.

To authorise the Company to purchase lands and buildings, and rights and easements, in, through, or under lands and buildings, by compulsion or agreement, in the parish aforesaid, for the purposes of the undertaking.

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

To stop up, use, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for the railway or works to be authorised by the intended Act, or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, railways, tramways, sidings, passages, and places, bridges, rivers, streams, canals, waters, watercourses (natural or artificial), sewers, mains, pipes, buildings, telegraph wires, and apparatus and works of every description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act.

To authorise the Company to levy tolls, rates, duties, and charges, for or in respect of the said intended Railway and works; to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of toll, rates, duties, and charges, and to raise money by the creation of ordinary, guaranteed, or preference shares, or stock, mortgage, debenture stock and otherwise.

To empower the London, Brighton, and South Coast Railway Company (hereinafter called the Brighton Company), the East London Railway Company, and the Great Eastern Railway Company, respectively, on such terms and conditions, and on payment of such tolls, rates, and duties, as may be agreed upon between those Companies respectively, and the Company, or as may be prescribed in or provided for by the intended Act, to run over, work, and use with the engines and carriages, and with their clerks, officers, and servants, and for the purposes of traffic of every description, the Railway and so much of the Crystal Palace and South London Junction Railway as lies between the junction therewith of the Railway and the Crystal Palace, together with the stations, watering-places, water, booking-offices, warehouses, sidings, approaches, works, and conveniences connected therewith, including the station of the Company at the Crystal Palace.

To empower the Midland Railway Company, on such terms and conditions, and on payment of such tolls, rates, and duties as may be agreed upon between that Company and the Company, or as may be prescribed by or provided for under the provisions of the intended Act, to run over and work, and use with their engines and carriages, and with their clerks, officers, and servants, and for the purposes of traffic of every description,

the whole of the Company's original line from the commencement thereof, at or near Peckham, to the Crystal Palace, including the station of the Company at the Crystal Palace, and including the Loughborough loop-line of the Company, and the Loughborough Junction joint station of the Company, and the London, Chatham, and Dover Railway Company (hereinafter called "the Dover Company"), and all other stations, watering-places, water, booking-offices, warehouses, sidings, approaches, works, and conveniences connected with the lines of the Company, or any of them.

Also to empower the Midland Railway Company for such terms and conditions, and on payment of such tolls, rates, and duties as may be agreed upon between that Company on the one hand, and the Brighton Company and the Dover Company on the other hand; or as may be prescribed by, or provided for, under the provisions of the intended Act, to run over, work, and use with their engines and carriages, and with their clerks, officers, and servants, and for the purposes of traffic of every description, the line of the Brighton Company, now appropriated to and used by the Dover Company and the Company; and also any portion of the lines of the Brighton Company and of the Dover Company which lie between the Loughborough Junction and the commencement of the Company's original line, at or near Peckham, and all stations, watering-places, water, booking-offices, warehouses, sidings, approaches, works, and conveniences connected therewith.

To empower the Company, on such terms and conditions, and on payment of such tolls, rates, and duties as may be agreed upon between them and the Brighton Company, and the Dover Company respectively; or as may be prescribed in or provided for by the intended Act, to run over, work, and use with their engines and carriages, and with their clerks, officers, and servants, and for the purposes of traffic of every description, the several railways of the Brighton Company, and the Dover Company, together with the stations, watering-places, booking-offices, warehouses, wharves, sidings, approaches, works, and conveniences belonging thereto or connected therewith respectively.

To empower the Brighton Company, on the one hand, and the Company 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 of the Railway, the supply and maintenance of engines, stock, and plant, and the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profit arising from the same, or from the stations and works belonging to or in connection therewith, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreement or agreements which have been or may be made touching any of the matters aforesaid.

To require the Dover Company, the Brighton Company, and the Company, upon such terms and conditions as shall be agreed upon between them, or as shall be prescribed or provided by the intended Act, to book through and forward all passengers, goods, minerals, carriages, and traffic 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 for-

warding traffic of any description to and from the Railway, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the traffic thereon.

And it is proposed by the intended Act to empower the Brighton Company, the Dover Company, and the East London Railway Company respectively to take and hold shares in and subscribe towards the undertaking of the Company and the objects of the intended Act, or some of them, and to apply for that purpose any part of their funds or money which may not be required for the purposes of their own undertaking, and, if necessary, to raise additional capital by the creation of new shares or stock in their own undertaking, with or without a guaranteed or preference dividend or other rights and privileges attached thereto.

To vest or to authorize and provide for the vesting in or transfer to the Brighton Company, by amalgamation, sale, or lease of the proposed Railway, and all the stations, buildings, works, real, personal, and movable estate and property, powers, rights, privileges, and authorities of the Company in relation to such Railway, in such manner, for such consideration or rent, and upon such terms and conditions as may be agreed upon between the said two Companies, or as may be set forth or provided for in the intended Act, and to confer upon the said two Companies and all other necessary parties such powers and authorities as may be requisite to enable them respectively to carry the amalgamation, sale, or lease, and the said agreements, or any of them, into complete effect.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of the Acts relating to the Company (that is to say):—The Crystal Palace and South London Junction Railway Act, 1862; the Crystal Palace and South London Junction Railway Act, 1864; the Crystal Palace and South London Junction Railway Act, 1869; the Crystal Palace and South London Junction Railway Act, 1872; 20 and 21 Vict., cap. 152; 22 and 23 Vict., cap. 116; 24 and 25 Vict., caps. 239 and 241; 25 and 26 Vict., cap. 197; 27 and 28 Vict., cap. 93; and any other Acts relating to the Company:—

Acts relating to the Dover Company, viz.: 16 and 17 Vict., cap. 132; 18 and 19 Vict., cap. 187; 19 and 20 Vict., cap. 75; 20 and 21 Vict., cap. 152; 21 and 22 Vict., caps. 51 and 107; 22 and 23 Vict., caps. 54 and 90; 23 and 24 Vict., caps. 174, 177, and 187; 24 and 25 Vict., cap. 240; 25 and 26 Vict., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vict., caps. 204 and 227; 27 and 28 Vict., caps. 91, 96, 129, 195, and 212; 28 and 29 Vict., caps. 268, 269, and 347; 29 and 30 Vict., caps. 229, 282, 283, 316, and 363; 30 and 31 Vict., cap. 209; 31 and 32 Vict., cap. 123; 32 and 33 Vict., cap. 116; 34 and 35 Vict., cap. 131, and the awards and the agreements set forth in the schedules thereto; 35 and 36 Vict., cap. 142; 36 and 37 Vict., cap. 14; and all other Acts (if any) relating to the Dover Company.

Acts relating to the Brighton Company, viz.: 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, 138, 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, and all other Acts (if any) relating to that Company.

Also the Acts 7 and 8 Vict., caps. 18 and 59, relating to the Midland Railway Company; the Great Eastern Railway Act, 1862; the East London Railway Act, 1865; and all other Acts relating to the Midland, the Great Eastern, and the East London Railway Companies, or any of them.

A plan and section in duplicate relating to the intended Railway and works, and showing the lands and buildings respectively which may be taken under the compulsory powers of the intended Act, a Book of Reference to the Plan, and a published Map with the line of Railway delineated therein, showing its general course and direction, will be deposited with the Clerk of the Peace for the County of Surrey, at his office, in Lambeth; and a copy of the said plan, section, and Book of Reference will be deposited with the Vestry Clerk of the parish of Camberwell, at his office, at the Vestry Hall, Camberwell; and that each such deposit will be made before the 30th day of November, 1873, and will be accompanied by a copy of this notice.

Printed Copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons before the 21st day of December, 1873.

Dated 11th November, 1873.

Newman, Dale, and Stretton, 75, Cornhill, E.C., Solicitors for the Bill.

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

In Parliament.—Session 1874.

Ramsgate, Deal, and Minster Junction Railway. (Incorporation of Company; Construction of Railways; New Roads; Diversion of Quay; Compulsory Purchase of Lands; Tolls; Working Arrangements with South Eastern and London Chatham and Dover Railway Companies; Running Powers over portions of South Eastern Railway; Agreements with the South Eastern Railway Company and London Chatham and Dover 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 (amongst other things) making the railways and works hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications (that is to say):—

A Railway (No. 1) commencing in the parish of Minster by a junction with the Minster and Deal branch of the South Eastern Railway, at a point thereon four chains or

thereabouts from the north-west end of the bridge which carries the said Minster and Deal branch over the River Stour, measured along that railway in a north-westerly direction, and terminating in the parish of Ramsgate by a junction with the London Chatham and Dover Railway, otherwise known as the Kent Coast Railway, at a point thereon 160 yards or thereabouts from the north-east end of the passenger shed and platforms of the Ramsgate Station of that railway, measured along the rails in a north-easterly direction, which said intended railway will pass from, through, in, or into the several parishes, townships, and extra-parochial places, or some of them (that is to say), Minster, St. Lawrence, Ramsgate, Liberty of Sandwich, Pegwell Bay, or some of them, all in the county of Kent.

A Railway (No. 2) commencing in the parish of Minster by a junction with the Ashford and Ramsgate branch of the South Eastern Railway, at a point thereon 87 chains or thereabouts from the east end of the northern passenger platform at the Minster Junction Station, measured along the line in an easterly direction, and terminating in the said parish of Minster by a junction with Railway No. 1 before described, at a point in a field abutting upon the south side of the Ashford and Ramsgate branch of the South Eastern Railway, which point is situate 30 yards or thereabouts from that last-mentioned railway, on the south side thereof, and 80 yards or thereabouts westward of Sevenscore Crossing, where the road from Sevenscore to Ebbsfleet crosses the said Ashford and Ramsgate Railway, which said intended railway is wholly situate in the parish of Minster, in the county of Kent.

Road No. 1.

A road including a diversion of the quay at Ramsgate, commencing on the shore of Pegwell Bay underneath the cliff, at a point in the parish of St. Lawrence, aforesaid, 20 yards or thereabouts from the base of the cliff, and 110 yards or thereabouts westward of the western end of the West Cliff Parade or Promenade, where the Grange-road joins the said Parade or Promenade, and terminating in the parish of Ramsgate aforesaid, in the centre of the street opposite the carriage entrance to Kent-terrace, which said intended road is situate in the parishes or places of St. Lawrence, Ramsgate, and Pegwell Bay, or some or one of them, in the county of Kent, which said proposed road is intended to form a junction with the embankment, including an esplanade or road, authorised by "The Pegwell Bay Reclamation and Sandwich Haven Improvement Act, 1873."

Road No. 2.

A road or viaduct wholly in the parish of Ramsgate aforesaid, commencing in front of Sion-hill, at the top of the cliff, 20 yards or thereabouts from the harbour signal, measured in a north-easterly direction, and terminating on the quay at or near the south-west angle of the Royal Hotel.

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, rivers, sewers, drains, and watercourses 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, roads, 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 remove any gate, fence, railing, barrier, or other obstructions which may exist from and between the west end of Prospect-terrace and the east end of Nelson-crescent to the edge of the West Cliff at Ramsgate aforesaid, and all other similar barriers or obstructions to the passage of traffic of all descriptions along the roadways between the commencement of the said intended Road No. 2, and the Royal-road at the western end of the row of houses called "The Paragon," and to repeal, vary, and extinguish all or any rights or privileges which may exist in or over or in connection with any lands lying between the commencement of the said intended Road No. 2, and Royal-road aforesaid, which may in any way interfere with the passage of such traffic as aforesaid.

To empower the Company on the one hand and the South Eastern Railway Company, and the London, Chatham, and Dover Railway Company (hereinafter called "the Dover Company"), or either of them on the other hand (herein referred to as "the contracting Companies"), from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works of the contracting Companies, or some of them, or some part or parts thereof respectively, the construction and use of joint stations and accommodation works, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants, the payments to be made, and the conditions to be performed in respect of such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and apportionment of the revenue arising from such traffic or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement which may have been or may be made touching any of the matters aforesaid.

To enable the Dover Company and the Company to run over and use with their engines and carriages for traffic of all descriptions the whole of the South Eastern Railway between Minster Junction and Deal, including the stations, sidings and conveniences at Minster and Deal, and intermediate stations on such line, and also so much

of the Ashford and Ramsgate Branch Railway of the South Eastern Railway Company as will lie between the Minster Junction and the point of commencement of the intended Railway No. 2, together with the use of the station, siding, and conveniences at Minster Junction, upon payment of such tolls, rates, and charges as may be agreed upon between the Company or the Dover Company on the one hand, and the South Eastern Railway Company on the other hand, or in default of agreement may be settled by arbitration, or otherwise as provided by the said intended Act.

To enable the Company and the Dover Company and the South Eastern Railway Company, or any two of them, to carry into effect contracts and agreements as to the construction of the proposed railway; and the vesting of the undertaking and powers of the Company, or the whole or any portion of the proposed railway and works in the Dover and South Eastern Railway Companies, or one of them; and the contribution by those Companies, or one of them, of any moneys either in gross or by annual or other payments towards the construction of the said new railways, roads, and works, or otherwise, as may be agreed upon between those railway Companies, or one of them, and the Company; and to confer upon the Company and the said railway Companies, or one of them, such further powers as may be necessary or expedient for carrying into effect such contracts and agreements as aforesaid, and if need be to enable the Dover Company and the South Eastern Railway Company to raise additional capital, and to attach thereto such preference or priority in the payment of dividends or otherwise as shall be defined in the said intended Act, or otherwise.

To enable the Company, the Commissioners, and the Board of Trade to enter into contracts and agreements for the formation of roads, tramways, and other works and conveniences, and for a transfer and exchange of lands and property for carrying into full effect the objects and purposes of the said Bill.

To enable the Commissioners acting in execution of the local Act of Parliament passed in the first and second years of the reign of Her present Majesty, chapter 70, and acting as a local board of health in or for the parish of Ramsgate, under the provisions of the public Acts relating to Local Boards of Health (in this notice called the "Commissioners"), to carry into effect contracts and agreements as to the construction of the said new roads, or one of them, and the contribution by the said Commissioners of any moneys either in gross or by annual or other payment towards the construction of the said roads or otherwise, as may be agreed upon between the said Commissioners and the Company, and to confer on the said Commissioners such further powers as may be necessary or expedient for carrying into effect such contracts and agreements as aforesaid or otherwise, including power for enabling the said parishes to levy rates and raise money thereon, for the purpose of the construction of the said roads or any of them, or the subscription towards the cost thereof.

The Bill will, so far as may be necessary, repeal, alter, or vary the provisions or some of the provisions of the local and personal Acts following, or some of them (that is to say): 6 and 7 Wm. IV., cap. 75, and all other Acts relating to the South Eastern Railway Company; 16 and 17 Vic., cap. 132; 30 and 31 Vic., cap. 209; 32 and 33 Vic., cap. 116, and the awards of the arbitrators made thereunder; 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; 20 and 21 Vic., cap. 153; 22 and 23 Vic., cap. 116; 24 and 25 Vic., caps. 239 and 241; 25 and 26 Vic., cap. 107; and 27 and 28 Vic., cap. 93; and all other Acts relating to the Kent Coast Railway Company; and the local and personal Act 1 and 2 Vic., cap. 70; and the public Acts, 28 and 29 Vic., cap. 25; and 28 and 29 Vic., cap. 108; 29 and 30 Vic., cap. 107, relating to the town or parish of Ramsgate, and the Companies acting under the said Act 1 and 2 Vic., cap. 70; and all other Acts relating to the said parish or town of Ramsgate or the said Companies; the 24 and 25 Vic., cap. 47, relating to Ramsgate Harbour; and all other Acts, Charters, and Grants relating to the harbour and town of Ramsgate.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also an Ordnance or published map with the lines of the said railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette will, on or before the 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, in that county, and on or before the same day a copy of so much of the said plans and sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railways, roads or works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and a copy of this notice will be deposited for public inspection in the case of each such parish with the parish clerk of such parish at his residence, and in the case of each such extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 13th day of November, 1873.

Newman, Dale, and Stretton, 75, Cornhill,
Solicitors for the Bill.

Wyatt, Hoskins and Hooker, 28, Parli-
ament-street, Westminster, Parliamen-
tary Agents.

In Parliament.—Session 1874.

Westminster Boulevard.

(Construction of New Street from the New Palace Yard, near the Clock Tower of the Houses of Parliament, to Eaton-square, near Saint Peter's Church, and streets therefrom, to or near to Victoria-street; Widening of other Streets; Junctions with and Stopping-up and Appropriation of various Streets and Thoroughfares; works in connection therewith; Construction of Market-place; Market Powers; Compulsory Purchase and Appropriation of Lands, &c.; Model Lodging Houses; Provisions in relation to Parochial and Local Rates; Incorporation of Company; Powers of Construction, &c., to such Company or Company incorporated under Companies' Acts, 1862 and 1867.)

NOTICE is hereby given, that application is intended to be made to Parliament in the

ensuing Session, for an Act to authorise the construction and maintenance of the following new roads or streets, widening of roads or streets, improvements and works, or some of them, with all proper works and conveniences connected therewith respectively, that is to say:—

A new road (hereinafter called Road No. 1), to commence at the New Palace Yard, near the Clock Tower, in the parish of Saint Margaret, Westminster, at or near Bridge-street, to pass thence through that parish into the parish of Saint George, Hanover-square, and to terminate in Eaton-square, at or near Saint Peter's Church.

A widening, deviation, or improvement of Princes-street, Queen-street, and James-street, respectively, in the parish of Saint Margaret's, Westminster, and Buckingham Palace-road, Grosvenor-gardens, and Belgrave Mansions, in the parish of Saint George, Hanover-square.

A new road or street (hereinafter called Road No. 2) to commence at or near Chapel-place, in the line of the new road, and to terminate at or near Strutton Ground, in Victoria-street.

A new road or street (hereinafter called Road No. 3) to commence at or near the northern end of Gardener's-lane, in the line of the new road, and to terminate opposite Messrs. Vickers and Co.'s new distillery, in Victoria-street, or near to Artillery-row.

A new road or street (hereinafter called Road No. 4), to commence at or near the junction of Little James-street and York-street, and in the line of the new road, and to terminate at or near Victoria-house, Victoria-street.

A new road or street, in the parish of Saint George, Hanover-square (hereinafter called Road No. 5), to commence at or near Wallis's-yard, in the line of the new road, and near the point where Wallis's-yard joins Princess-row, and to terminate at or near the junction of Victoria-street with Vauxhall Bridge-road, all which said new roads or streets, widenings, diversions, and improvements will be situate in the parishes of Saint Margaret, Westminster, and Saint George, Hanover-square, in the county of Middlesex, or one of them, and it is proposed to take power to make junctions and communications with any existing streets which may be joined, intersected, or interfered with, or be contiguous to the lines of the intended new streets and improvements, and to alter the lines or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the intended new streets and improvements, or otherwise.

And it is proposed to take powers to stop up, use, and appropriate the following among other streets, courts, passages, and thoroughfares, or some of them, that is to say, in the parish of Saint Margaret, Westminster, Little George-street, Little Queen-street, Dartmouth-row, Tothill-street, Fleece-yard, Carteret-street, Queen-square, King's Head-court, Queen Square-place, New Tothill-street, Orchard-street, Little Chapel-street, Gardener's-lane, Little George-street, Bell-yard, Blue Anchor-yard, Smith's-rents, Ship-court, Brewer's-green, Loder's-place, Pine Apple-court, Isabella-row, Castle-lane, Stafford-place South, Princes-mews, Great Queen-street, Parker-street, Swan-yard, Cock-yard, Little Park-street, Queen-street, New-yard, White Horse-yard, Black Horse-yard, Dacre-street, Great Chapel-street, Eliza-place, Eliza-court, Church-court, Pump-court, Snow's-rents, Blue Anchor-place, Blue Anchor-yard, Smith's-place, York-place, Brewer's-row, Little James-street, Union-place, Castle-place, Goodwin's-passage, Buckingham-street, James-street, Carlisle-place, Princes-court,

Lewisham-street, Princes-place, New-court, Victoria-yard, Dartmouth-street, Park-street, Broadway, Devonshire-place, Chapel-place, Cooper-street, Saint Ermins-hill, Palmer's-passage, New-yard, York-street, Rowcliffe's-buildings, Hope-place, Horse Shoe-alley, Buckingham-row, York-place, William-street, Castle-court, Caroline-place, Catherine-place, Palace-street, part of Ashley-place, Stafford-place, Victoria-stables, Maidenhead-court, Spencer-street, Wood's-court, Henry's-place, Catherine-street, Warwick-row, Alexandra-buildings, and the new street from Victoria-street to Castle-lane, and in the parish of Saint George, Hanover-square; Ebury-street, Charlotte-street, Buckingham-place, Allington-street, Lower Belgrave-street, Albert-street, Grosvenor-place, Rogers-court, Little Charlotte-street, Brewer-street, Allington-place, Victoria-square, Eaton-lane, Warwick-row, Eaton-row, Eaton-court, Princess-row, Cutmore's-buildings, Brewer-street-place, Arabella-row, Belgrave-mansions, Ranelagh-street, Ranelagh-mews, Wallis's-mews, Wallis's-place, Wallis's-yard, Grosvenor-gardens, and Hobart-place.

And it is proposed to take powers to construct a market place, market house, and buildings, works, and approaches connected therewith, respectively, and powers of holding markets and fairs, and levying tolls, stallages, rates, duties, and charges, and all other powers, rights, and privileges in relation to markets and fairs usually conferred upon companies or others, to be constructed, exercised, used, and enjoyed within the following limits, that is to say, the area bounded on or towards the north by Road No. 1, on or towards the west and south-west by Road No. 5 and Vauxhall Bridge-road, on or towards the south-east by Rochester-row, and on or towards the east by an imaginary straight line drawn from the northern end of Rochester-row, in a northerly direction to Road No. 1.

And it is proposed to take powers to appropriate to the purposes of the undertaking all or any lands and buildings in the parishes of Saint Margaret, Westminster, and Saint George, Hanover-square, or either of them, and situate within the area bounded as follows, viz., Ashley-place, Carlisle-place, and Victoria-street, on the north; Vauxhall Bridge-road on the west; Francis-street on the south; and Tothill-fields Prison on the east; excepting the church and grounds of Saint Andrew's, No. 3 Victoria-street, and the Convent of the Sisters of Saint Paul.

And it is proposed to take powers of deviation from the line and levels of the proposed works, as shown on the plan and section hereinafter referred to, within such limits as may be shown on the said plan, or prescribed by the intended Act, also powers for the purchase, by compulsion or agreement of lands, houses, and other property in the parishes aforesaid, not only for the said new streets or roads, and alterations in existing streets, market place, and market house, but for improvements connected with the said new streets or roads the said compulsory powers of purchase and dealing with existing streets and thoroughfares will be especially sought to be exercised within the area, or any part of the area, lying between Great George-street, Birdcage-walk, and Buckingham Palace-road on the north (excluding the Wellington Barracks and Church, Buckingham Palace Hotel, and the Duchy of Cornwall Office), and Victoria-street, and Vauxhall Bridge-road, and the Broad Sanctuary on the south, St. Margaret-street on the east, and Buckingham Palace-road on the west.

And it is proposed to make special provisions for the removal of the poorer classes on the above

properties to respectable dwellings and model lodging houses, and to take powers for building and letting on lease, or otherwise, to tenants or lodgers such dwelling and lodging houses, and to provide for the use and occupation and for the regulation thereof, and keeping order therein, also to make application for exemption from increased rates, or for the appropriation of the increased parochial and other local rates which accrue from the contemplated improvements over and above the present rates, in order that the said increase may, for a certain number of years, be applied towards the reduction of the rentals of tenants in the aforesaid model lodging houses, or for other purposes.

And it is proposed to take powers to cross, divert, alter, and stop up, temporarily or permanently, streets, roads, railways, tramways, drains, sewers, and pipes so far as may be necessary or convenient for any of the purposes of the intended Act, and to levy tolls, rates, rents, duties and charges, to alter existing tolls, rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, duties, and charges, and to vary and extinguish all existing rights and privileges which would interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed to incorporate with the intended Act all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Markets and Fairs Clauses Act, 1847; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Act, 1863, with such alterations and amendments as may be deemed expedient, and especially to alter or amend the provisions of the Lands Clauses Consolidation Acts with respect to the vesting of land in the Company promoters of the undertaking which may have been transferred or conveyed to or taken possession of by them, and with respect to ascertaining the value of lands, buildings, and premises to be taken or purchased under the powers of the intended Act, and with respect to estimating compensation and the settlement of disputes in reference thereto, and with respect to persons to be summoned on juries, or to enact other provisions with reference to the said several and other matters.

And it is proposed to incorporate a Company for carrying into effect the proposed undertaking, and to confer upon such Company all the powers of the intended Act for making, maintaining, and otherwise in relation to the proposed new roads, streets, improvements, buildings, and works, and all other the powers, rights, authorities, and privileges to be conferred by the intended Act with respect to the proposed undertaking, or otherwise to confer all the powers, rights, authorities, and privileges aforesaid upon a Company incorporated or to be incorporated by the name of the Westminster Boulevard Company (Limited), or by some other similar name, under the provisions of the Companies Acts 1862 and 1867, or one of them.

A plan and section in duplicate, describing the line and situation and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which are intended to be taken under the powers of the intended Act, together with a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, will be deposited for public inspection with the Clerk of the Peace for the city of Westminster, at the Sessions House, Westminster, and

with the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell-green, and that a copy of so much of the said plan, section, and book of reference as relates to the parish of St. Margaret, Westminster, will be deposited with the Clerk of the Westminster District Board of Works, at his office in Smith-street, Westminster, and a copy of so much of the said plan, section, and book of reference as relates to the parish of St. George, Hanover-square, will be deposited with the Vestry Clerk of that parish, at his office in the Board Room, Mount-street, Grosvenor-square, and that each such deposit will be made on or before the 29th day of November, instant, and will be accompanied by a copy of this notice.

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

Dated this 14th day of November, 1873.

John Murray, 7, Whitehall-place, Solicitor for the Bill.

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

In Parliament.—Session 1874.

Metropolitan Inner Circle Completion and Eastern Extension Railway Company.

(Construction of Railways from Metropolitan District Railway in Queen Victoria-street to the Metropolitan Railway at Aldgate and to Mile End and Bow with Junctions with North London and East London Railways New Street from King William-street to Fenchurch-street Widening and Improvement of Fenchurch-street crossing stopping up or interference with existing Streets Sewers &c Appropriation or use of Subsoil of Lands Streets &c Underpinning of Buildings Purchase of Lands Sale or Lease of Lands Buildings for Labouring Class Dwellings and Contributions thereto Tolls Incorporation of Company Powers to them or to Metropolitan, Metropolitan District Great Northern Great Eastern North London East London South Eastern London and North Western Midland and London Brighton and South Coast Railway Companies jointly or severally to execute works and exercise powers of Bill working and other arrangements with or between these Companies Power to these Companies and Metropolitan Board of Works and Corporation of London to subscribe and raise or guarantee Moneys compulsory or other abandonment of part of Tower-hill Extension of Metropolitan Railway Amendment of Acts).

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

1. To authorise the making and maintaining of the following railways or some or one of them or some part or parts thereof respectively with all proper stations sidings junctions approaches communications works and conveniences connected therewith or incidental thereto respectively (that is to say)

(1) A Railway (No. 1) commencing in the parish of Nicholas St. Olave in the City of London, by a junction with the Metropolitan District Railway at a point in or under Queen Victoria-street opposite or nearly opposite Friday-street and terminating in the parish of Bow otherwise St. Mary Stratford Bow in the county of Middlesex

on the western side of the North London Railway where it passes under the Bow-road which intended Railway No. 1 will be made or pass from in through or into the following parishes and places or some of them viz.: St. Nicholas Cole Abbey St. Mary Mounthaw St. Nicholas Olave St. Margaret Moses St. Mildred Bread-street St. Mary Aldermary Holy Trinity the Less St. James's Garlick Hythe St. Thomas the Apostle otherwise Great St. Thomas Apostle St. Antholin St. Michael College-hill St. John the Baptist upon Walbrook St. Mary Bothaw St. Swithin London Stone St. Lawrence Pountney St. Mary Abchurch St. Martin Orgars St. Michael Crooked-lane St. Clement Eastcheap St. Leonard Eastcheap St. Margaret St. Andrew Hubbard St. Benet Gracechurch St. Margaret Pattens St. Dionis Backchurch St. Gabriel Fenchurch-street Allhallows Staining St. Dunstan-in-the-East St. Katherine Coleman St. Katherine Cree otherwise St. Katherine Cree Church St. James Duke's-place and St. Botolph Without Aldgate all in the City of London St. Mary Whitechapel St. Botolph Without Aldgate St. Matthew Bethnall-green Hamlet of Mile-end Old Town parish of St. Dunstan Stepney St. Leonard Bromley and St. Mary Stratford Bow otherwise Bow in the county of Middlesex.

(2) A Railway (No. 2) commencing in the parish of St. Katherine Cree otherwise St. Katherine Cree Church in the City of London by a junction with Railway (No. 1) at a point in Fenchurch-street 30 yards or thereabouts eastward from the northern end of Northumberland-alley and terminating in the parish of St. Botolph Without Aldgate in the city of London by a junction with the authorised line of the Metropolitan Railway Tower-hill Extension at or near the entrance from White-street to Roper's-buildings which intended Railway (No. 2) will be made or pass from in through or into the following parishes and places or some of them viz.: St. Katherine Cree otherwise St. Katherine Cree Church St. Botolph-without Aldgate and St. James Duke-place all in the City of London.

(3) A Railway (No. 3) commencing in the parish of St Botolph without Aldgate in the city of London by a junction with the authorised line of the Metropolitan Railway Tower-hill Extension at a point about 14 yards north-west of the north-western side of Meeting-house-yard and about 5 yards north-east of the north-eastern side of Gravel-lane terminating in the parish of St Mary Whitechapel in the county of Middlesex by a junction with Railway No 1 at a point in or near the centre of Whitechapel High-street about 60 yards westward of the junction of Leman-street with Whitechapel High-street.

(4) A Railway (No 4) commencing in the parish of St Mary Whitechapel aforesaid by a junction with Railway No 1 at a point in the Whitechapel-road 30 yards or thereabouts north-eastward from the main entrance gates to the London Hospital and terminating in the hamlet of Mile-end Old Town parish of St Dunstan Stepney in the county of Middlesex at a point about 9 yards east of the east side of Bedford-street and about 40 yards north of the north side of Nelson-street formerly Lower Storer-street.

(5) A Railway (No 5) wholly in the hamlet of Mile-end Old Town parish of St Dunstan Stepney in the county of Middlesex or one of them commencing by a junction with Railway No 4 at a point about 30 yards north-eastward from the corner formed by the intersection of the east side of Russell-street and the north side of Oxford-street and terminating by a junction with Railway No 1 in the Mile-end-road at a point 45

yards or thereabouts north-eastward from the northern end of Greenwood-street.

(6) A Railway (No 6) in the parish of Bow otherwise St Mary Stratford Bow in the county of Middlesex commencing by a junction with Railway No 1 at a point in the centre of the Bow-road opposite the eastern side of Mornington-street and terminating by a junction with the North London Railway at a point 60 yards or thereabouts south of the centre of the bridge which carries the Great Eastern Railway over the said North London Railway.

2. To authorise the making and maintaining of the following streets and widening and improving of streets in the city of London or some of them or some part or parts thereof respectively with all necessary and proper roadways footways approaches drains culverts and other works and conveniences connected therewith and with power to make subways under the same that is to say—

(a) A new street commencing in the parish of St Leonard Eastcheap at or near the junction of King William-street with Eastcheap and Gracechurch-street and terminating in Fenchurch-street in the parish of St Gabriel Fenchurch-street at or near the house numbered 34 on the south side of Fenchurch-street which new street will be made or pass from in through or into the parishes of St Leonard Eastcheap St Benet Gracechurch St Andrew Hubbard St Dionis Backchurch St Margaret Pattens and St Gabriel Fenchurch-street or some of them.

(b) The widening and improvement in the parish of St Leonard Eastcheap of the southern side of King William-street between the north-west corner of Fish-street-hill and the house numbered 54 in King-William-street aforesaid.

(c) The widening and improvement in the parishes of St Gabriel Fenchurch-street and Allhallows Staining or one of them of the north side of Fenchurch-street between Cullum-street and Fishmongers'-alley.

(d) The widening and improvement in the parish of St Katherine Coleman of both sides of Fenchurch-street on the north side between the houses numbered 106 and 109 in that street and on the south side between Church-row and the tea warehouses of the East and West India Dock Company.

3. To authorise the crossing stopping up altering removing diverting and otherwise interfering with either temporarily or permanently any roads streets alleys courts squares highways footpaths or places railways tramways rivers bridges wharves quays landing-places market-places sewers culverts subways drains pipes telegraphs pneumatic-tubes or other works and conveniences within or adjoining the aforesaid parishes and places or any of them and the appropriating and using of the same and the subsoil and under-surface thereof for the purposes of the intended works and also the appropriating and using of the under surface of any lands 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 streets or either of them and as part of the works the making and maintaining within the parishes and places before-mentioned or any of them 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 streets or either of them and the altering of the lines or levels of any existing streets roads

or ways for the purpose of connecting the same with the intended streets or either of them.

4. To authorise the making and maintaining of shafts or openings from the surface of any road land street or square to any portion of the proposed railways constructed under the surface thereof subject to such provisions and limitations as may be mentioned in the Bill.

5. To authorise deviations from the lines or situations of the work within the limits of lateral deviation to be shown on the plans hereinafter mentioned and vertical deviations from the levels of any of the works shown on the sections hereinafter mentioned to such extent as may be authorised by or determined under the powers of the Bill and whether beyond the limits allowed by "The Railways Clauses Consolidation Act 1845" or otherwise.

6. To authorise and provide for the underpinning or otherwise securing or strengthening of 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 to be taken for the purposes thereof.

7. To authorise the purchase by compulsion or agreement of lands houses and other property for the purpose of the intended works and the purchase by compulsion or agreement of the whole of the land houses and other property in the parishes aforesaid shown on the plans hereinafter mentioned and to vary and extinguish all rights and privileges connected with such lands houses and property.

8. To authorise and regulate sales conveyances demises and leases or other disposal of lands and hereditaments purchased or acquired under the powers of the Bill.

9. To authorise or require the providing at suitable points of land for the erection of buildings for the accommodation of the families of the labouring classes whose dwellings may be required for the purposes of the proposed works and the providing of funds for or contributions towards the cost of the erection of such buildings.

10. To authorise and provide for levying and recovering of tolls rates and duties for the use of the intended railways and works and to grant exemptions from the payment of such tolls rates and duties.

11. To incorporate a Company for the purpose of carrying into execution and exercising the objects purposes and powers of the Bill or to empower the Metropolitan Railway Company the Metropolitan District Railway Company the Great Northern Railway Company the Great Eastern Railway Company the North London Railway Company the East London Railway Company the South Eastern Railway Company the London and North Western Railway Company the Midland Railway Company the London Brighton and South Coast Railway Company or any one or more of them jointly or separately to carry into execution and exercise those objects purposes and powers or some of them.

12. To constitute the proposed railways streets and works or some or one of them or some part or parts thereof respectively a separate undertaking or separate undertakings of the Company or Companies as the case may be who may be authorised to execute the same (and which Company or Companies are hereinafter referred to as "the constructing Company or Companies") and to make all necessary provision with respect to the capital or capitals of such undertaking or undertakings and the borrowing of money in respect thereof and the rights privileges and priorities of the holders of shares or stock therein.

13. To empower such of the following Com-

panies or one or more of them as may be or become the Constructing Company or Companies on the one hand and on the other hand such of the following Companies or one or more of them as may not be the constructing Company or Companies viz The Metropolitan Railway Company the Metropolitan District Railway Company the Great Northern Railway Company The Great Eastern Railway Company The North London Railway Company The East London Railway Company The South Eastern Railway Company The London and North Western Railway Company The Midland Railway Company and the London Brighton and South Coast Railway Company to enter into and carry into effect contracts agreements and arrangements for or with respect to the construction working use management and maintenance by any or either of the contracting Companies of the intended railways streets and works the supply of rolling stock and machinery and of officers and servants for the purposes of the traffic of the intended railways the payments to be made and the conditions to be performed with respect to such construction working use management and maintenance the interchange accommodation conveyance and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies the levying fixing division and appropriation of the tolls rates charges receipts and revenues levied taken or arising from that traffic the rents payments allowances rebates and drawbacks to be paid made or allowed by 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 contract agreement or arrangement which has been or may be made with reference to all or any such matters.

14. To empower the constructing Company or Companies on the one hand and the Metropolitan Board of Works (hereinafter called "the Board") and the Mayor aldermen and commons of the City of London (hereinafter called "the Corporation") or either of them on the other hand to enter into and carry into effect contracts agreements and arrangements for or with respect to the construction and maintenance of the intended railways streets and works or any of them or any part or parts thereof respectively and the works and conveniences connected therewith the acquisition and appropriation of lands and property the contribution of funds and any incidental matters and to sanction and confirm any contracts agreements or arrangements which have been or may be made with reference to all or any such matters and to authorise or provide for the vesting in the Board and the Corporation or one of them upon terms to be agreed on or prescribed by the Bill of the intended new street and the portions to be widened and improved under the Bill of existing streets 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 respective funds rates and revenues thereto.

15. To authorise any of the Railway Companies before mentioned in this notice and the Board and the Corporation or any or either of them to subscribe and contribute funds towards the making and maintaining of the intended railways streets and works or any or either of them or any part or parts thereof respectively and to take and

hold shares in the capital of the Company and to guarantee to and for the Company interest dividend annual or other payment in 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 (so far as relates to the said Companies or any of them) 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 either charged primarily or exclusively on the intended railways and works and the tolls rates and duties received upon or in respect thereof or otherwise and to enable the Board and the Corporation respectively for all or any of the purposes of the Bill to raise further moneys by rates and on mortgage or bond or otherwise and to authorise the said Companies or any of them to appoint directors of the Company.

16. To authorise or require the Metropolitan Railway Company to abandon and relinquish the construction of so much of their authorised railway as lies or was to be constructed between the north-west side of Aldgate and the authorised terminus of the said railway at Trinity-square and to exonerate or relieve that Company from all or any penalties for the non-completion of that portion of their railway.

17. To alter amend extend and enlarge or to repeal so far as may be necessary for the purposes of the Bill the powers and provisions of the local and personal Acts of Parliament following or some of them that is to say local and personal Acts 16 and 17 Vic cap 186 27 and 28 Vic cap 260 31 and 32 Vic cap 109 and all 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 6 Wm 4 cap 75 and all other Acts relating to or affecting the South Eastern Railway Company 9 and 10 Vic cap 283 and all other Acts relating to or affecting the London Brighton and South Coast Railway Company the East London Railway Act 1865 and all other Acts relating to or affecting the East London Railway Company 9 and 10 Vic cap 71 and all other Acts relating to or affecting the Great Northern Railway Company 9 and 10 Vic cap 204 and all other Acts relating to or affecting the North Western Railway Company 9 and 10 Vic cap 396 and all other Acts relating to or affecting the North London Railway Company 7 and 8 Vic caps 18 and 59 and all other Acts relating to or affecting the Midland Railway Company and 25 and 26 Vic cap 223 and all other Acts relating to or affecting the Great Eastern Railway Company.

The Acts 26 and 27 Vic 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 Metropolitan Main Drainage Act 1858 the Metropolitan 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.

The Holborn Valley Improvement Act 1864 the Whitechapel and Holborn Improvement Act 1865 the Holborn Valley Improvement (Additional Works) Act 1867 the London City Improvement Act 1847 the Metropolitan Market Acts 1857 and 1865 the Metropolitan Meat and

Poultry Market (Western Approach) Act 1862 and any other Act relating to or affecting the Corporation of the City of London.

18. 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 or extinguish exemptions from tolls rates and duties and will confer vary or extinguish other rights and privileges and will contain all such provisions as may be necessary or incidental to its objects.

19. And notice is hereby further given that plans and sections describing the situation lines and levels of the intended railways street widening and improvements of streets 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 lines of railway delineated thereon so as to show their general course and direction and a copy of this notice as published in the London Gazette will on or before the 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 and with the Clerk of the Peace for the city of London at his office at the Sessions House in the Old Bailey and on or before the said 29th day of November 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 railways streets and works will be made or in which any lands houses or other property intended to be taken are situate and a copy of this notice will be deposited as follows:—

As regards the hamlet of Mile-end Old Town in the parish of St Dunstan Stepney with the vestry clerk of the said hamlet at his office at Bancroft-road Mile-end-road. As regards the parishes of St Botolph Aldgate Without in the county of Middlesex and St Mary Whitechapel with the clerk of the Whitechapel District Board at his office in Great Alie-street Whitechapel and as regards the parishes of St Leonard Bromley and St Mary Stratford Bow with the clerk of the Poplar District Board of Works at his office at 117 High-street Poplar. And in the case of each other parish with the parish clerk thereof at his residence and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 11th day of November, 1873.

Newman Dale and Stretton 75 Cornhill
Solicitors for the Bill.

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

Cowes Pier.

(Application for Provisional Order for Powers to construct Pier at West Cowes, Isle of Wight, and to levy Tolls, &c.)

NOTICE is hereby given, that in pursuance of the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," application is intended to be made to the Board of Trade, by a memorial, to be deposited at the office of the said Board, on or before the 23rd

day of December next, for a Provisional Order to confer on the Company, to be named in that behalf in the said Order, the following powers, or some of them, that is to say:—

To construct and maintain a pier and landing-places, with all proper works, approaches, toll-houses, toll-gates, buildings, and other conveniences connected therewith, for the embarking and landing of passengers, and for other purposes, at West Cowes, in the parish of Northwood, Isle of Wight, in the county of Southampton, commencing at or near a point on the sea wall nearly opposite the north-eastern end of a certain lane, commonly known as Zigzag-lane, leading from Prospect-road to Princes-green, West Cowes aforesaid, and extending from such point into the sea in a north-north-easterly direction for a distance of 400 feet or thereabouts.

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

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

Before the 30th day of November, 1873, plans and sections of the proposed pier and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county; at the Custom House, West Cowes, Isle of Wight, in the said county, and at the office of the Board of Trade, Whitehall-gardens, London.

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

Dated this 15th day of November, 1873.

Deacon, Pearce, and Deacon, Solicitors,
Southampton.

W. T. Manning, 20, Great George-street,
Westminster, Parliamentary Agent.

Crystal Palace and South London Junction
Railway. No. 1.

South Eastern (Charing-Cross and Cannon
Street) Junctions.

(New Railways to form Junctions with the South Eastern Railway (for Charing-cross and Cannon-street)—Abandonment of Railway authorised by Crystal Palace and South London Junction Railway Act, 1864, and release of bond—Extending time for staying proceedings against the Company—Powers of vesting, working, sale, lease, amalgamation, subscription, and other powers to South Eastern, Brighton, and Dover Companies, in reference to undertakings, or parts of undertakings, of those Companies, or some of them, and Crystal Palace and South London Junction Railway Company—Amendment of Acts.)

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

To authorise the Crystal Palace and South London Junction Railway Company, hereinafter called "the Company," to make and maintain the Railways following, or some or one of them, with all proper approaches, stations, works and conveniences connected therewith respectively, that is to say:—

1. A Railway (hereinafter referred to as Rail-

way No. 1). commences in the parish of St. Giles, Camberwell, County of Surrey, by a Junction with the Crystal Palace and South London Junction Railway, at or near the north-east abutment of the bridge carrying that Railway over the Forest-hill-road, near Honor Oak Station, and terminates in the parish of St. Paul, Deptford, County of Surrey, at or near a point on the property of the Crystal Palace and South London Junction Railway Company, 26 yards, or thereabouts, east of the centre line of that Railway, and 520 yards, or thereabouts, measured southward along such centre line, from the Three-Arch-bridge crossing over that Railway on the south-east side of Nunhead-station. It passes by, through, or into the parishes of St. Giles, Camberwell, and St. Paul, Deptford, in the County of Surrey, and the parish of Lewisham, in the County of Kent.

A Railway (hereinafter referred to as Railway No. 2), to be wholly situate in the parish of St. Paul, Deptford, in the Counties of Surrey and Kent, commences by a Junction with Railway No. 1, at the termination thereof, and terminates in the parish of St. Paul, Deptford, in the County of Kent, by a Junction with the London, Chatham, and Dover Railway (Eastern Section, Greenwich Line), at or near the west abutment of the Bridge carrying that Railway over the road on the west side of the London, Brighton, and South Coast Railway.

A Railway (hereinafter referred to as Railway No. 3), to be wholly situate in the parish of St. Paul, Deptford, in the Counties of Surrey and Kent, commences also by a Junction with Railway No. 1, at its termination, and terminates at or near a point in the parish of St. Paul, Deptford, in the County of Kent, on the northern boundary fence of the London, Chatham, and Dover Railway, Greenwich Line, 160 yards, or thereabouts, from the east end of the down platform of the Brockley-lane Station, on that Railway.

A Railway (hereinafter referred to as Railway No. 4), to be wholly situate in the parish of St. Paul, Deptford, in the County of Kent, commences by a Junction with Railway No. 3, at its termination, and terminates by a junction with the two westernmost lines of rails of the South Eastern Railway, at or near the south-east end of the tunnels between Evelyn-street and Francis-street.

A Railway (hereinafter referred to as Railway No. 5), to be wholly situate in the parish of St. Paul, Deptford, in the County of Kent, commences by a Junction with the London, Chatham, and Dover Railway (Eastern Section, Greenwich Line), at or near the east end of the platforms of the Brockley-lane Station, and terminates by a junction with Railway No. 4, at the commencement thereof.

To authorise the Company to deviate laterally and vertically from the line and levels of the proposed works as shown on the plans and sections hereinafter referred to within the limits usually authorised, or which may be prescribed by the intended Act.

To authorise the Company to purchase lands and buildings, and rights and easements in, through, or under lands and buildings by compulsion or agreement, in all or some of the several parishes and places aforesaid, for the purposes of the undertaking.

To authorise the Company to abandon the Railway authorised by the Crystal Palace and South London Junction Railway Act, 1864, or part thereof, and to appropriate for the purposes of

this undertaking all lands acquired or used for the purposes of the said Railway, and to repeal the provisions of the said Act which relate to the deposit, in Chancery, of the sum of £5,440 for the purposes therein mentioned, and to provide for the release of the bond which has been given under the said provisions.

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

To stop up, use, alter, or divert temporarily or permanently so far as may be necessary or convenient for any of the Railways or works to be authorised by the intended Act, or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, railways, tramways, sidings, passages, and places, bridges, rivers, streams, canals, waters, watercourses (natural or artificial), sewers, mains, pipes, buildings, telegraph wires, and apparatus and works of every description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act.

To authorise the Company to levy tolls, rates, duties, and charges, for or in respect of the said intended Railways and works; to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of toll, rates, duties, and charges, and to raise money by the creation of ordinary, guaranteed, or preference shares, or stock, mortgage, debenture stock, and otherwise.

To empower the South Eastern Railway Company, the London, Chatham, and Dover Company (hereinafter called "the Dover Company"), and the Company on such terms and conditions, and on payment of such tolls, rates, and duties as may be agreed upon between such of the said Companies as are parties to the agreement, or as may be prescribed in or provided for by the intended Act, to run over, work, and use with their engines and carriages, and with their clerks, officers, and servants, and for the purposes of traffic of every description, the Railways and portions of Railways hereinafter respectively described, together with all stations, sidings, watering places, water, booking offices, warehouses, sidings, approaches, works, and conveniences connected therewith respectively (that is to say):—

- (A) The South Eastern (Charing-cross and Cannon-street) Junctions, being the several Railways, Nos. 1, 2, 3, 4, and 5, hereinbefore described;
- (B) So much of the Greenwich Line of the London, Chatham, and Dover Railway as lies between the junction therewith of Railway No. 2 and Breakspear-road;
- (C) So much of the original line of the Company as extends from the junction therewith of Railway No. 1 to the Crystal Palace, including the station of the Company at the Crystal Palace.

To empower the Company, on such terms and conditions, and on payment of such tolls, rates, and duties as may be agreed upon between them, and the South Eastern Railway Company, the London, Brighton, and South Coast Railway Company (hereinafter called "the Brighton Company"), and the Dover Company respectively; or as may be prescribed in or provided for by the intended Act, to run over, work, and use with their engines and carriages, and with their clerks, officers, and servants, and for the purposes of traffic of every description, the several Railways of the South Eastern Railway Company, the

Brighton Company, and the Dover Company, together with the stations, watering places, water, booking offices, warehouses, wharves, sidings, approaches, works, and conveniences belonging thereto or connected therewith respectively.

To empower the South Eastern Railway Company, on the one hand, and the Company, 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 of the intended Railways, or of any of them, the supply and maintenance of engines, stock, and plant, and the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profit arising from the same, or from the stations and works belonging to or in connexion therewith, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid; and to confirm any agreement or agreements which have been made touching any of the matters aforesaid.

To require the South Eastern Railway Company, the Dover Company, and the Company, upon such terms and conditions as shall be agreed upon between them, or as shall be prescribed or provided by the intended Act, to book through and forward all passengers, goods, minerals, carriages, and traffic 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 of any description to and from the intended railways, or any part thereof, so as to prevent any undue interruption, diversion, or delay in the passage of the traffic thereon.

And it is proposed by the intended Act to empower the South Eastern Railway Company, and the Dover Company respectively, to take and hold shares in and subscribe towards the undertaking of the Company and the objects of the intended Act or some of them, 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 to vest or to authorise and provide for the vesting in or transfer to the South Eastern Railway Company and the Dover Company, or either of them, of the intended railways, or some or one of them, and all the stations, buildings, works, real, personal, and moveable estate and property, powers, rights, privileges, and authorities of the Company in relation to such railways respectively in such manner for such consideration or rent, and upon such terms or conditions as may be agreed upon between the two said Companies, or as may be set forth or provided for in the intended Act, and to confer upon the said two Companies and all other necessary parties, such powers and authorities as may be requisite to enable them respectively to carry the amalgamation or sale, and the said agreements or any of them, into complete effect.

And it is proposed to authorise and empower the Company to sell or demise and lease in perpetuity, or for a shorter term, the whole of their undertaking, including all their railways, stations, buildings, works, and property of every description, whether already constructed or acquired, or intended to be constructed or acquired, to the

South Eastern Railway Company, the Brighton Company, and the Dover Company, or to all or any one or more of them, for such gross or other sums, or for such rent or other annual payment or consideration; and upon, and subject to, such terms and conditions as may have been or may be agreed, or as may be specified in the intended Act, and to sanction, confirm, and give effect to any agreement, or agreements, which may have been or may be made or entered into for that purpose, and to enable the said Companies, or Company, as the case may be, to exercise and enjoy, by virtue or during the continuance of the sale or lease, all the rights, powers, and privileges of the Company (including power of taking and demanding tolls, rates and charges) with respect to the premises sold, demised, or leased.

And it is proposed to extend the time limited by the 4th section of the Crystal Palace and South London Junction Railway Act 1872, for staying proceedings by creditors against the Company.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of the Acts relating to the Company (that is to say):—The Crystal Palace and South London Junction Railway Act, 1862; the Crystal Palace and South London Junction Railway Act, 1864; the Crystal Palace and South London Junction Railway Act, 1869; the Crystal Palace and South London Junction Railway Act, 1872, 20 and 21 Vic., cap. 152; 22 and 23 Vic., cap. 116; 24 and 25 Vic., caps. 239 and 241; 25 and 26 Vic., cap. 197; 27 and 28 Vic., cap. 93; and any other Acts relating to the Company.

Acts relating to the Dover Company, viz.: 16 and 17 Vic., cap. 132; 18 and 19 Vic., cap. 187; 19 and 20 Vic., cap. 75; 20 and 21 Vic., cap. 152; 21 and 22 Vic., caps. 51 and 107; 22 and 23 Vic., caps. 54 and 90; 23 and 24 Vic., caps. 174, 177, and 187; 24 and 25 Vic., cap. 240; 25 and 26 Vic., caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vic., caps. 204 and 227; 27 and 28 Vic., caps. 94, 96, 129, 195, and 212; 28 and 29 Vic., caps. 268, 269, and 347; 29 and 30 Vic., caps. 229, 282, 283, 316, and 363; 30 and 31 Vic., cap. 209; 31 and 32 Vic., cap. 123; 32 and 33 Vic., cap. 116; 34 and 35 Vic., cap. 131, and the awards and agreements set forth in the Schedule thereto; 35 and 36 Vic., cap. 142; 36 and 37 Vic., cap. 14; and all other Acts (if any) relating to the Dover Company.

Acts relating to the South Eastern Railway Company, viz., 6 Will. 4, cap. 75; 28 and 29 Vic., cap. 343; 29 and 30 Vic., caps. 227, 235, and 318; 30 and 31 Vic., cap. 8; 31 and 32 Vic., caps. 123 and 172; 33 and 34 Vic., cap. 147; 34 and 35 Vic., cap. 4; 35 and 36 Vic., cap. 153; and 36 and 37 Vic., cap. 40; and all other Acts (if any) relating to that Company.

Acts relating to the Brighton Company, viz., 5 and 6 Will. 4, cap. 10; 6 and 7 Will. 4, cap. 121; 6 Will. 4, and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 138, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., 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, 170, 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, and all other Acts (if any) relating to that Company.

A plan and section in duplicate relating to the intended Railways and works, and showing the lands and buildings respectively which may be taken under the compulsory powers of the intended Act, a book of reference to the plan, and a published map with the lines of Railway delineated therein, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Surrey, at his office, in Lambeth; with Clerk of the Peace for the county of Kent, at his office, in Maidstone; and a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited as follows (that is to say):—In the case of the parish of St. Paul, Deptford, including Hatcham, with the Clerk to the District Board of the district of Greenwich, at his office, in Church-street, Greenwich; in the case of the parish of Lewisham, with the Clerk to the District Board of the district of Lewisham, at his office, Grove-place, Lewisham; and in the case of the parish of St. Giles, Camberwell, with the Vestry Clerk of the parish of Camberwell, at his office, at the Vestry Hall, Camberwell; and that each such deposit will be made before the 30th day of November, 1873, and will be accompanied by a copy of this notice.

Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons before the 21st day of December, 1873.

Dated 11th November, 1873.

Newman, Dale, and Stretton, 75, Cornhill, E.C., Solicitors for the Bill.

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

Board of Trade.—Session 1874.

High Wycombe Water.

Application for Provisional Order for construction of Works and Supply of Water in the Borough of Chepping Wycombe (otherwise High Wycombe) and the parish of Chipping Wycombe, both in the county of Buckingham; Purchase of Existing Works; Lease or Sale of Works to the Corporation of Chepping Wycombe and Local Board of Chipping Wycombe; Rates and Duties; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to the Board of Trade, pursuant to the provisions of the Gas and Water Facilities Act, 1870, by the High Wycombe Waterworks, Baths, and Wash-houses Company, Limited (hereinafter referred to as the Company), for a Provisional Order conferring all or some of the following powers upon the Company, that is to say:—

To enable the Company to supply with water for public and private purposes the inhabitants, public bodies, and other persons within the following districts or some part thereof, that is to say—the borough of Chepping Wycombe (otherwise High Wycombe) and the parish of Chip-

ping Wycombe, both in the county of Buckingham.

To enable the Company to construct the works hereinafter mentioned, or some of them, together with all necessary approaches, fences, excavations, embankments, pumping-engines, pumps, water-towers, tanks, sluices, pipes, standpipes, tunnels, channels, valves, wells, drains, filters, and other works and conveniences, that is to say—

1. A well or tank (No. 1), and shaft or boring and pumping station, with engine-house, pumping engine, and other works and apparatus, to be situate on the piece of waste land in the said borough of Chepping Wycombe (otherwise High Wycombe), belonging to John Henry Raffety, which piece of land is fronting to and upon the south side of Easton-street, at a point 187 yards or thereabouts measured in an easterly direction from the point of junction of Easton-street aforesaid and Crendon-street.

2. A conduit, aqueduct, or line of pipes (No. 2) commencing from and out of the well or tank lastly hereinbefore described, and passing thence in a westerly direction along Easton-street aforesaid to its junction with Crendon-street, thence in a northerly direction along Crendon-street aforesaid and the Amersham-road, and in a westerly direction along the Cemetery-road, and terminating in the reservoir next hereinafter described.

3. A reservoir (No. 3) to be situate upon a piece of ground known as the Shrubbery, which piece of ground belongs to the Right Honorable Charles Robert Baron Carington, and is in hand, and is situate in the parish of Chipping Wycombe aforesaid, at or near the junction of the Cemetery-road aforesaid with the Amersham-road aforesaid.

4. An auxiliary service reservoir (No. 4), to be situate upon a field or piece of arable land called Borshams, which field or piece of ground belongs to William Terry, Esq., and is in the occupation of James Putnam and others, and is situate in the parish of Chipping Wycombe aforesaid, at or near the junction of Amersham-road aforesaid with Totteridge-road.

5. A conduit, aqueduct, or line of pipes (No. 5), leading out of the lastly hereinbefore described service reservoir (No. 4), and terminating by a junction with the conduit, aqueduct, or line of pipes hereinbefore described as No. 2, at a point in Amersham-road aforesaid three yards or thereabouts measured in a northerly direction along that road from the north-west corner of the garden wall of Hill-side house.

All the above works will be constructed, or pass through or into, and the lands, houses, and waters which will or may be taken or used, are situate in the said borough of Chepping Wycombe (otherwise High Wycombe) and the parish of Chipping Wycombe aforesaid, both in the said county of Buckingham, or one of them.

To empower the Company to purchase by agreement all works now existing in the said borough of Chepping Wycombe (otherwise High Wycombe) and the said parish of Chipping Wycombe, or either of them, for the supply of water, and particularly the waterworks now belonging to or in the occupation of Messrs. Thomas Wheeler and Company, and the private reservoir belonging to and used by the Great Western Railway Company respectively, and also all wells, shafts, pumping engines, machinery, tanks, pipes, property, rights, and privileges, belonging or in anywise appertaining to such works respectively.

To enable the Company on the one hand, and the mayor, aldermen, and burgesses of Chipping Wycombe (otherwise High Wycombe), in this notice referred to as the Corporation, and the Local Board for the said parish of Chipping Wycombe, and any Commissioners, local boards, or companies supplying water, or any person requiring supply of water, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the supply by the Company to the Corporation, and any such companies, commissioners, local board, or other persons, of water in bulk, or otherwise for public, sanitary, trading, or other purposes, and to authorise the Corporation, Local Board, and any such companies, commissioners, local boards, or other persons to apply their respective funds for the purposes aforesaid, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the making of the order may be made with respect to the matters aforesaid, or any of them.

To authorise the Company to effect the following objects, viz.:—To sell absolutely or to lease for a term of years to the Corporation or to the Local Board of the said parish of Chipping Wycombe, the whole or any part of the works and undertaking to be authorised by the Order, and the Order will authorise the said Corporation and Local Board respectively to purchase or lease the same for such consideration or rent, and on such terms and conditions as the Company and the Corporation or Local Board may mutually agree upon, or as may be provided for as prescribed by the Order.

To take, collect, and appropriate into the said several intended reservoirs, conduits, and works, and therein impound all or some of the springs, streams, and waters, lying in the line of the proposed works, or within the limits of deviation defined upon the plans hereinafter mentioned: and it is intended by means of such works to distribute the waters of the said streams and springs.

To deviate laterally from the lines of the works shown upon the plans hereinafter mentioned, and to deviate vertically to any extent from the levels of those works shown upon the sections hereinafter mentioned.

To lay down and maintain conduits, aqueducts, main and service, and other works in, under, over, or across, and for the purposes aforesaid, to cross, break up, open, alter, divert, or stop up, either temporarily or permanently, roads, highways, foot-paths, streets, pavements, squares, alleys, private roads, public places, bridges, canals, towing paths, railways, sewers, drains, rivers, streams, brooks, and watercourses in the parishes, townships, hamlets, and places before mentioned or comprised within the said limits of supply, or any or either of them.

To purchase by agreement and to take on lease, and also to take grants of or acquire easements over lands, houses, springs, streams, waters, and other hereditaments required or desirable for the purposes of the said intended works, or any of them, and of the order.

To make proper provision for preventing waste and illegal use, abstraction, or misuse, and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

To levy, collect, and recover rents, rates, remunerations, and charges, in respect of such supply of water, and to confer exemptions from the payment of such rents, rates, or charges, and to confer other rights and privileges.

To confer upon the Company all the rights, privileges, and powers usually conferred upon water Companies, and also also all the powers and authorities.

And it is intended to incorporate with the said order "The Waterworks Clauses Act, 1847," and "The Waterworks Clauses Act, 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," or some of them, or some parts of such Acts respectively.

To alter, amend, or repeal, so far as may be necessary for the purposes of the intended order, the following Acts:—53 Geo. III., cap. 164 (local and personal), and 5 and 6 Will. IV., cap. 107, and any other Act relating to the Great Western Railway Company.

And notice is hereby further given, that a plan and sections showing the line and levels of the intended works, and copy of this notice, as published in the London Gazette, will, before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury, in the said county, and also at the Board of Trade, Whitehall, London.

Printed copies of the Draft Provisional Order, when deposited at the Board of Trade, and printed copies of the Order, when made, may be obtained at the office of Messrs. Wilkins, Blyth, and Marsland, 10, St. Swithin's-lane, London, at the price of one shilling each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant-Secretary, Railway Department of the Board of Trade, on or before the 15th day of January, 1874, and copies of such representations or objections must at the same time be sent to the said Messrs. Wilkins, Blyth, and Marsland for the promoters.

Dated this 17th Day of November, 1873.

*Daniel Clarke, High Wycombe, Solicitor.
Wilkins, Blyth, and Marsland, 10, St.
Swithin's-lane, Parliamentary Agents.*

In Parliament.—Session 1874.

East Essex Railway.

(Railway from Mistley to Weeley—Vesting of portion of Mistley Thorpe and Walton Undertaking in New Company—Abandonment of that undertaking and Dissolution of Company—Working Agreements with Great Eastern and Tendring Hundred Railway Companies—Running Powers over portions of their Railways—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter referred to as the Company), and to confer on the Company the following, or some of the following powers, viz.:—To make and maintain the railway hereinafter described in the county of Essex, with all necessary stations, approaches, works, and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Mistley by a junction with the Harwich branch of the Great Eastern Railway, about one furlong eastward of the bridge carrying the said branch over the tramway to Mistley Quays, and terminating by a junction in the parish of Weeley with the railway secondly described in and authorised by the Tendring Hundred Railway Extension Act, 1863, at or near to the Occupation-road and footpath

numbered 24 in the said parish of Weeley, on the plan referred to in the said Act as having been deposited with the Clerk of the Peace for the county of Essex, which said intended railway will pass from, in, through, or into the parishes of Mistley, Bradfield Wicks, Tendring, Thorpe-le-Soken, Beaumont, and Weeley, or some of them.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such highways, footpaths, streams, and railways as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway and works, or any of them, or of the intended Act.

To purchase and take by compulsion and by agreement lands, houses, tenements, and hereditaments for the purposes of the said railway and works, and of the intended Act, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To levy tolls, rates, and charges upon or in respect of the intended railway and works, and to confer exemptions from the payment of such tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

The intended Act will also contain powers for effecting the following objects, or some of them, viz. :—

It will transfer to and vest in the Company upon such terms and conditions as it may prescribe, or as have been or may be agreed upon, the works, lands, and other property, estate, and effects, rights, powers, and privileges, agreements, and benefits of agreements of the Mistley, Thorpe, and Walton Railway Company, and of any person and all persons claiming under that Company, free from all debts, liabilities, and obligations of such Company; and the Act will provide for the dissolution of the Mistley, Thorpe, and Walton Railway Company, and the winding up of their affairs, and the abandonment of their undertaking, subject to such conditions as the Act may prescribe.

It will provide that the consideration or price upon such transfer and vesting as aforesaid shall or may be paid, either in cash or in ordinary deferred or preferential shares, or stock, or debentures, or securities of the Company, or partly in one mode and partly in the other, or in such other manner as may be prescribed or authorised by the intended Act.

It will authorise the Company and all Companies and persons lawfully working and using their railway to run over, work over, and use by their officers and servants, and with their engines, carriages, and waggons, and for the purposes of traffic of every description, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or settled by arbitration, the portions of railways following, viz. :—

1. So much of the Harwich branch of the Great Eastern Railway as is situated between the junction therewith, before described, and the Mistley Station thereon, including that station and the tramway to Mistley Quays.
2. So much of the Tendring Hundred Railway as is situated between the junction therewith before described, and the Weeley Station, including that station.

Together with all watering-places, booking-offices, warehouses, sidings, tramways, works, and conveniences connected with the aforesaid portions of railway and stations respectively.

It will also authorise the Company to be incor-

porated, with consent of the Tendring Hundred Railway Company, to lay a second line of rails between the point of junction of the intended Railway No. 1 and the commencement of the intended Railway No. 2, and to acquire lands in the parish of Weeley for that purpose. It will enable the Company on the one hand, and the Great Eastern and Tendring Hundred Railway Companies, or either of those Companies, on the other hand, from time to time, to enter into agreements with respect to the working, use, management, and maintenance of the intended railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railways, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and will confirm any agreement already made, or which, previously to the passing of the intended Act, may be made, touching any of the matters aforesaid. The Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Act, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will also, so far as may be necessary, alter, vary, or repeal all or some of the provisions of the Great Eastern Railway Act, 1862, and of any other Act relating to the Great Eastern Railway Company and the Tendring Hundred Railway Act, 1859, and of any other Act relating to the Tendring Hundred Railway Company, and the Mistley, Thorpe, and Walton Railway Acts, 1863 and 1864, and of any other Acts relating to the Mistley, Thorpe, and Walton Railway Company.

Maps, plans, and sections of the said intended railways and works, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of the lands and houses intended to be taken for the purposes thereof, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railways and works are proposed to be made, or in which the said lands and houses are situate, and a copy of the said Gazette notice will on or before the same day be deposited for public inspection in the case of each parish with the parish clerk, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 11th day of November, 1873.

Charles Needham Longcroft, 43, Lincoln's Inn-fields, Solicitor for the Bill.

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

Midland, Highgate, and Alexandra Park Railway. (Construction of a Railway from the Tottenham and Hampstead Junction Railway to the Edgware and Highgate Branch of the Great Northern Railway. Incorporation of Company. Powers to the Company and the Midland and London and North-Western, Great Northern, Great Eastern, Tottenham and Hampstead Junction, and Hampstead Junction Railway Companies, and the Alexandra Palace Company (Limited), or some or one of them, to carry the said Act into effect. Running Powers over the Midland and London and North-Western, Great Northern, Great Eastern, Tottenham and Hampstead Junction, and Hampstead Junction Railways, and the Alexandra Park Branch of the Great Northern Railway, and the Railway and Station of the Alexandra Palace Company (Limited). Facilities over the lines of the Midland and London and North-Western, Great Northern, Great Eastern, Tottenham and Hampstead Junction, and Hampstead Junction Railways, and the Alexandra Park Branch of the Great Northern Railway, and the Railway and Station of the Alexandra Palace Company (Limited). Conversion of Highgate Archway-road into a Public Highway; Agreements with Highgate Archway Company; Alterations of Tolls; Working Arrangements, with Subscriptions by, and other Provisions affecting the Midland and London and North-Western, Great Northern, Great Eastern, Tottenham and Hampstead Junction, Hampstead Junction Railways, and the Alexandra Park Branch of the Great Northern Railway, and the Railway and Station of the Alexandra Palace Company (Limited). Money powers to them; Purchase of Lands; Special Powers as to Purchasing parts of Houses, &c.; Amendments of Acts, and for other purposes.)

A PPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to effect the objects, or some or one of the objects following, that is to say:—

To authorise the making and maintaining of a railway hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works, namely:—

A railway, commencing in the parish of St. Pancras, in the county of Middlesex, by a junction with the Tottenham and Hampstead Junction Railway, at a point thereon 30 yards or thereabouts, measured along that railway in an easterly direction from the eastern end of the platform of the Highgate-road Station, and terminating in the parish of Hornsey, otherwise St. Mary Hornsey, in the same county, by a junction with the Edgware and Highgate Branch of the Great Northern Railway, at a point distant 195 yards or thereabouts from and to the south-eastward, or southern, or south-eastern face of the tunnel under Jackson's-lane, otherwise Priory-lane, in the said parish of Hornsey, which intended railway will be made or pass from, in, through, or into the parishes following, or some of them, that is to say:—St. Pancras, St. Mary Islington and Hornsey, otherwise St. Mary Hornsey, in the county of Middlesex.

To authorise the deviating laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also the deviating vertically from the levels shown on the sections hereinafter mentioned.

To authorise the crossing, diverting, altering, or stopping up, whether temporarily or perma-

nently, of all such turnpike roads, parish roads, streets and other highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads, within the parishes aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purpose of the said railway and works, or any of them, or of the said intended Bill.

To authorise the purchasing and taking by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, or parts thereof, for the purposes of such railway and works, and of the said intended Bill, and the varying or extinguishing of all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments, or parts thereof so purchased or taken.

To authorise the levying of tolls, rates, and duties upon or in respect of the intended railway and works, and upon the railways, stations, and works hereinafter mentioned belonging to other companies, and to alter the tolls, rates, and duties which those other companies respectively are now authorised to take, and to confer exemptions from the payments of such tolls, rates, and duties.

To confer, vary, or extinguish other rights and privileges.

To incorporate a company (hereinafter referred to as "the Company") for the purposes, or some of the purposes, of the Bill.

To authorise and enable the Company and the Midland and the London and North Western, Great Northern, Great Eastern, and the Tottenham and Hampstead Junction Railway Companies, and the Alexandra Palace Company (Limited), hereinafter called the six Companies, or any two or more of them jointly, or any one of them alone, to exercise and execute the powers and objects of the Bill, or some part or parts thereof, or to authorise the exercise and execution thereof, partly by one or more of these Companies, and partly by any other or others of them.

And it is also intended by the said Bill to empower the Company and the said six Companies, or any one or more of them, either by agreement or otherwise, to run over, work, and use, with their or their respective or several engines and carriages, and for the purposes of traffic of every description, the lines of railway, stations, roads, platforms, water, water engines, sidings, machinery, works, and conveniences (whether executed or authorised, or to be hereafter authorised), and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned railways, or any part thereof, and to alter the tolls, rates, and duties now authorised to be taken thereon respectively.

And it is also intended by the said Bill to make effectual provision for the speedy, direct, and convenient interchange, transmission, and delivery of traffic between, from, to, at, and over the railways and stations of said six Companies and the railway to be authorised by the Bill, or any part or parts thereof respectively, and for the employment of servants and agents by any one of the before-mentioned six Companies and the Company at and upon the railways and stations of the before-mentioned six Companies and the Company, or any or either of them, or any part or parts thereof, and for through booking and through rates, and for ascertaining by compulsory arbitration or otherwise the terms and conditions on which such facilities shall be afforded.

And it is also intended by the said Bill to empower the said six Companies, and any one or

more of them, and the Company to enter into and carry into effect contracts, agreements, and arrangements for or with reference to the construction, maintenance, working, and using by any or either of the contracting Companies of the railways and works of the other, or others, of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, and the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, 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.

And it is also intended by the Bill to authorise or require the conversion of the Highgate Archway-road of the Highgate Archway Company into a public highway, and to abolish and extinguish, or alter, or vary the tolls and charges now leviable thereon, and to authorise or require the removal, or abatement, of all toll-gates, bars, and other obstructions on the said road, and to provide for the maintenance and repair of the said road by the public or otherwise, as may be provided by the Bill; and to provide for the discharge of the debts and liabilities of the Highgate Archway Company, and to sanction or authorise agreements and arrangements between the Highgate Archway Company and the Company, and the several other Companies mentioned in this notice, and the Metropolitan Board of Works, or any district board of works, and any local or other authorities or bodies, and any other persons (including the Crown), or any or either of them with reference to the matters aforesaid, and to enable the Company and the Highgate Archway Company respectively to apply their corporate funds and revenues for any of the purposes aforesaid, and to enable the last-mentioned Company, for any of such purposes, to raise further moneys by the creation of shares (with or without any preference or priority of interest or dividend, or other special privileges) and by borrowing.

And it is also intended by the said Bill to empower the said Six Companies, or any or either of them, to take and hold shares in and subscribe towards the said intended undertaking of the Company or any part thereof, and to guarantee to the Company interest, dividend, annual or other payments, and the principal of money borrowed by the Company, and to appoint directors or additional directors of the Company, and for the purposes of the intended Bill to apply their funds and revenues and to raise more money 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 either, as part of their respective general capital and debts or as separate and independent capital and debts.

And it is intended, so far as may be requisite or desirable for any of the purposes of the said Bill, to amend or repeal the provisions, or some of them, of the several Acts of Parliament following (that is to say):—8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vic., cap. 67; 9 and 10 Vic., 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 Vic., caps. 75, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161,

178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vic., caps. 58, 60, and 130; 12 and 13 Vic., cap. 74; 13 and 14 Vic., cap. 36; 14 Vic., cap. 28; 14 and 15 Vic., cap. 94; 15 Vic., caps. 98 and 105; 16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vic., caps. 201 and 204; 18 and 19 Vic., caps. 172 and 194; 19 and 20 Vic., caps. 52, 69, and 123; 20 and 21 Vic., caps. 64, 98, and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 180, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vic., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 177, 208, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 266, 268, 288, 296, and 309, relating to the London and North Western Railway Company; 9 and 10 Vic., caps. 71, 88, and 352; 10 and 11 Vic., caps. 143, 146, 148, 248, 272, 286, and 287; 11 and 12 Vic., cap. 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 15 and 16 Vic., cap. 153; 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., caps. 35, 70, 133, 143, and 175; 25 and 26 Vic., caps. 1, 46, 58, 86, 124, 190, and 200; 26 and 27 Vic., caps. 147, 191, and 233; and 27 and 28 Vic., caps. 102, 142, and 143, relating to the Great Northern Railway Company; 9 and 10 Vic., cap. 396; 13 and 14 Vic., cap. 36; 16 and 17 Vic., cap. 97; 17 and 18 Vic., cap. 80; 23 and 24 Vic., caps. 14, 52, and 67; 24 and 25 Vic., caps. 132 and 196; and 27 and 28 Vic., cap. 246; relating to the North London Railway Company; 25 and 26 Vic., cap. 46; and 27 and 28 Vic., cap. 29, relating to the Edgware, Highgate, and London Railway Company; and 50 Geo. III, cap. 88; 52 Geo. III, cap. 146; and the Public General Acts 9 Geo. IV, cap. 75; and 24 and 25 Vic., cap. 28, relating to the Highgate Archway Company; the 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. 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 Vic., cap. 90; 29 and 30 Vic., caps. 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; 36 and 37 Vic., caps. 54, 153, 187, and 210; and any other Act or Acts relating to the Midland Railway Company.

The Great Eastern Railway Act, 1862; and any other Act or Acts relating to the Great Eastern Railway Company:

The Tottenham and Hampstead Junction Railway Act, 1862, and any other Act or Acts relating to the Tottenham and Hampstead Junction Railway Company:

And the Bill will or may incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Lands Clauses Conso-

lidation Acts, 1845, 1860, and 1869; and the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863.

And notice is hereby also given, that duplicate plans and sections of the proposed railway and works, with a book of reference to such plans, and a published 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 Middlesex, at his office at the Sessions House, Clerkenwell, in the same county, and that on before the said 29th 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 railway and works, or any part of them, are or is intended to be made, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows:—In the case of the parishes of St. Mary, Islington and St. Pancras, with the vestry clerks of those parishes respectively at their respective residences; and in the case of the parish of Hornsey, otherwise St. Mary, Hornsey, with the parish clerk of that parish at his residence.

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

Dated this 15th day of November, 1873.

Mayhew, Salmon, and Whiting, 30, Great George-street, Westminster.

In Parliament.—Session 1874.

Exeter and Crediton Railway.

(Powers to, or obligation upon, London and South Western and Exeter and Crediton Railway Companies, or one of them, to widen part of Exeter and Crediton Railway, and to lay down additional rails on that Railway and on Bristol and Exeter Railway—Purchase of Lands—Tolls—Gauge or Gauges—Further Money Powers to the Two Companies—Annuling or Variation of Lease of Exeter and Crediton Railway to London and South Western Company—Of Agreement between London and South Western and Bristol and Exeter Railway Companies—Agreements between the Three Companies—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 authorise the London and South Western Railway Company (hereinafter called "the South Western Company") and the Exeter and Crediton Railway Company (hereinafter called "the Crediton Company"), or one of those Companies, to widen the Exeter and Crediton Railway on the western side thereof, from a point opposite or nearly opposite the south-eastern corner of the Cowley Bridge Junction signal-box to the northern end of the bridge carrying the Exeter and Crediton Railway over the River Exe at Cowley, the whole of which widening will be situate in the parish of Saint David, in the county of Devon, and the county of the city of Exeter, or one of them, and to lay down and maintain an additional line, or additional lines of rails, upon the whole or some part or parts of the Exeter and Crediton Railway, and also such additional line or lines of rails upon that railway and the Bristol and Exeter Railway, or one of them, as may be necessary or convenient for connecting the rails, of

which the Exeter and Crediton Railway, when widened, will consist, with the rails of the Bristol and Exeter Railway, and if thought expedient to make the widening and laying down of additional rails and widening aforesaid compulsory on both or one of the said Companies, and in that case to prescribe the respective times at and within which the works shall be commenced and completed, and to impose penalties upon the Companies or Company for non-completion within the prescribed time of the works, or such of them, or such part or parts thereof as may be specified in that behalf in the Bill, and to make provision for compelling or insuring the exercise by the Companies or Company who are to execute the works, or for authorising, on their default, the exercise in their name of all or any of the powers to be conferred upon them by the Bill.

2. To authorise the purchase, by compulsion or otherwise, of lands, houses, tenements, and hereditaments for the purposes of the proposed works and of the Bill, and the crossing, diverting, or stopping up, whether temporarily or permanently, of all such turnpike and other roads, highways, rivers, streams, and navigations as it may be necessary to cross, divert, alter, or stop up, for the purposes of the works or of the Bill.

3. To authorise the levying of tolls, rates, and duties upon or in respect of the intended works, and to alter the tolls, rates, and duties now authorised to be taken on the Exeter and Crediton Railway.

4. To prescribe, if necessary or expedient, the gauge or gauges upon which the additional line or lines of rail, and the line or lines to be laid down upon the proposed widening of the railway aforesaid, shall be constructed.

5. To make provision as to the construction, ownership, user, maintenance and management by the South Western Company and the Crediton Company (hereinafter referred to as "the two Companies"), or one of them, of the rails and works proposed to be authorised by, and the lands to be purchased or acquired under, the powers of the Bill, and to define and regulate, or make other provisions as to the relative and respective rights, liabilities, and obligations of the two Companies, and the payments (if any) to be made by either Company to the other in respect of any of the matters aforesaid.

6. To enable the two Companies and the Bristol and Exeter Railway Company, hereinafter called "the Bristol Company" for any of the purposes of the Bill to apply their respective corporate funds and revenue, and to raise further money by the creation and issue of new shares or stock (whether ordinary or preferential, or both) in their respective undertakings, and by borrowing.

7. To annul, or (so far as may be necessary or deemed expedient) to vary or modify the existing lease of the Exeter and Crediton Railway to the South Western Company, and the articles of agreement dated the 14th day of March, 1860, between the South Western Company and the Bristol Company, scheduled to and confirmed by the London and South Western Railway (Exeter and North Devon Act), 1860.

8. To empower the two Companies and the Bristol Company, or any two of those Companies, from time to time to enter into and carry into effect and rescind contracts or agreements, and to confirm and sanction any agreements which have been or may be made with reference to any of the matters aforesaid and of the Bill.

9. To extinguish or vary all rights and privileges which would be inconsistent with or might

interfere with the objects of the Bill, and to confer other rights and privileges.

10. To repeal or amend, so far as may be necessary or expedient, the provisions, or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them, that is to say:—4 and 5 Will. 4, cap. 88; 23 and 24 Vict., cap. 103; 36 and 37 Vict., cap. 68, and all other Acts relating to the South Western Company, 8 and 9 Vict. cap. 88, and 13 and 14 Vict., cap. 24, and all other Acts relating to the Crediton Company; and 6 Will. 4, cap. 36; 26 and 27 Vict., cap. 60; 28 and 29 Vict., caps. 42 and 97; 34 and 35 Vict., cap. 101, and all other Acts relating to the Bristol Company.

11. And notice is hereby given that, on or before the 29th day of November instant, plans and sections of the widening of the Exeter and Crediton Railway to be authorised as aforesaid, and of the lands to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter, 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 said widening of the Exeter and Crediton Railway will be made, or in which any lands to be taken by compulsion under the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 13th day of November, 1873.

Bircham and Co., 46, Parliament-street,
Westminster, Solicitors for the Bill.
J. Dorrington, and Co., 29, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1874.

Wandsworth, Fulham, and Metropolitan Railway.
(Incorporation of Company; Construction of
Railways from Wandsworth Bridge to the au-
thorised Metropolitan and South-Western Junction
Railway at Fulham; Traffic and Working
Arrangements with Metropolitan District and
Metropolitan and South-Western Junction
Railway Companies; Compulsory Purchase of
Lands; Stopping-up Streets; Tolls, &c.;
Amendment of Acts, &c.)

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 all or some of the following objects:

To incorporate a Company (hereinafter called "the Company") and to confer upon the Company the necessary powers for all or some of the following purposes (that is to say):

To make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof with all necessary and proper works and conveniences connected therewith (that is to say):

1. A railway (No. 1) to be situate wholly in the parish of Fulham and county of Middlesex,

commencing at a point 7 chains or thereabouts north-west of the toll-bar on the Middlesex side of the Wandsworth Bridge, in a piece of garden ground lying on the west of the northern approach road to the Wandsworth Bridge known as the Wandsworth Bridge-road, belonging to the Ecclesiastical Commissioners for England and others, and in the occupation of George Steel, and terminating by a junction with the railway authorised by "The Metropolitan and South-Western Junction Railway Act, 1872," in a field numbered 194, in the parish of Fulham, on the deposited plans of the railway referred to in that Act.

2. A railway (No. 2) to be situate wholly in the said parish of Fulham, commencing by a junction with Railway No. 1 near its termination as above described in a field or piece of garden ground numbered 200A, upon the said deposited plans of the railway authorised by the said "Metropolitan and South-Western Junction Railway Act, 1872," and terminating at or near the point of junction of Old Greyhound-lane with the public footway or path known as Church-path, leading from Old Greyhound-lane aforesaid to Crown-lane.

To stop up, cross, alter, or divert temporarily, and where necessary permanently, streams, water-courses, streets, roads, and other public passages and places, and to use and appropriate, where necessary for the purposes of the intended railways and works, the soil and under surface of any street, road, or other public passage or place, and to divert or remove all gas, water, and other pipes, sewers, or drains in and under such streets.

To deviate from the line of railway, both laterally and vertically, to any extent which may be expedient or necessary in constructing the intended railways, and to purchase lands, houses, and other property compulsorily for the purpose of the intended railways and works.

To enable the Company on the one hand, and Metropolitan District Railway Company and the Metropolitan and South-Western Junction Railway Company or either of them on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the intended railways, 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 levy tolls, rates, and charges for or in respect of the use of the intended railways and works, and to grant exemptions from such tolls, rates, and charges, and to confer other rights and privileges.

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;" and "The Railway Clauses Acts, 1845 and 1863."

To alter, amend, extend, and enlarge or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of the following local and personal Acts, viz., 27 and 28 Vict., cap. 322, and all other Acts relating to the Metropolitan District Railway Company, and 35 and 36 Vict., cap. 190, and all other

Acts relating to the Metropolitan and South-Western Junction Railway Company.

And notice is also given, that duplicate plans and sections of the intended railways and works, together with books of reference to the plans, and a map, showing the general course and direction of the proposed railways, and also a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell-green, in the said county; and a copy of the said plans, sections, and books of reference, and a copy of this notice, will also be deposited with the Clerk of the Board of Works for the Fulham District, at his office at Broadway, Hammersmith.

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

Dated this 13th day of November, 1873.

Wilkins, Blyth, and Marsland, 10, St. Swithin's-lane, E.C.

In Parliament.—Session 1874.

Nettlebridge Valley Railway.

(Incorporation of the Company; Construction of Railway; Compulsory Purchase of Lands; Acquisition of Private Railway of the Westbury Iron Company Limited; Laying down Additional Rails thereon; Tolls; Running Powers over portion of Private Railway of the Westbury Iron Company Limited; Facilities over Great Western Railway and Somerset and Dorset Railway (Bath Extension); Powers of Subscription and Guarantee by the Great Western Railway Company, and by the Somerset and Dorset Railway Company; Application and Raising of Money by those Companies respectively; Working and other Agreements with those Companies respectively and the Westbury Iron Company Limited, and others; Alterations of existing Tolls; Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company") and to confer upon them powers to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof respectively, together with all proper stations, approaches, works, and conveniences connected therewith, namely:—

A Railway (No. 1) to be situate wholly in the parish of Mells, in the county of Somerset, commencing by a junction with the Radstock Branch Railway of the Great Western Railway Company, at a point thereon, nine chains, or thereabouts, measured in a south-easterly direction along the said branch railway from the north-eastern corner of the goods shed at Mells Station on that railway, and terminating on the private railway of the Westbury Iron Company Limited, from the said Radstock Branch Railway to Newbury, at a point thereon five chains, or thereabouts, measured in a north-easterly direction from the bridge which carries the public road from Vobster to Kilmersdon over that railway.

A Railway (No. 2) commencing in the parish of Mells, in the county of Somerset, at the termination of Railway No. 1, hereinbefore described, by a junction with the said private railway of the Westbury Iron Company Limited, and terminating in the parish of Chilcompton, in the said county of Somerset, in a field called Lower Stock Hill, abutting on the public road leading from Chil-

compton to Gurney Slade, and nearly opposite Gurney Slade Mill, and bounded on the south by the brook running from the said mill, in an easterly direction past Moorwood Coal Works, to Nettlebridge, and belonging to the Marquis of Bath, and in the occupation of William James; which said railway will be made or pass through, in, from, or into the parishes, townships, extra-parochial, or other places following, or some of them, that is to say; Mells, Vobster, Upper Vobster, Newbury, Leigh-on-Mendip, Babington, Coleford, Kilmersdon, Leacham, Holcombe, Edford, Stratton-on-the-Fosse, Nettlebridge, Stoke-lane, Benter, Ashwick, Midsomer Norton, and Chilcompton, all in the county of Somerset.

A Railway (No. 3), commencing in the parish of Chilcompton, in the county of Somerset, at the termination of Railway No. 2, hereinbefore described, and terminating in the parish of Binegar, in the said county of Somerset, by a junction with the Somerset and Dorset Railway (Bath Extension) where that railway, now in course of construction, crosses the turnpike-road leading from Shepton Mallet to Bristol at a point thereon, at the east side of the said turnpike-road, situate at or near to the mile post indicating five miles from Shepton Mallet; and which said railway will be made or pass through, in, from, or into the parishes, extra-parochial or other places following, or some of them, that is to say: Chilcompton, Ashwick, Gurney Slade, Midsomer Norton, Downside, and Binegar, all in the county of Somerset.

To purchase, by compulsion or otherwise, lands, houses, minerals, easements, and other property and hereditaments, for the purposes of the said intended railways and works and of the Bill.

To authorise the Company to purchase or acquire, by compulsion or otherwise, from the Westbury Iron Company Limited, and from the Reverend John Stuart Hippisley Horner, Clerk, and from any other Companies or persons interested therein, and to authorise the said Westbury Iron Company Limited, and such other Companies and persons to sell and convey to the Company the private railway, or some part or parts of the railway now worked or used by the said Westbury Iron Company Limited, which said private railway commences in the said parish of Mells, by a junction with the said Radstock Branch Railway near to the said Mells Station, and terminates at or near the principal shaft of the Newbury Colliery, at Newbury, in the said parish of Babington, upon such terms and conditions, and for such pecuniary or other considerations as may be or have been agreed on by and between the Companies or persons interested, or as may be prescribed by the Bill, and to authorise and give effect to any agreements which may have been made, or may hereafter be made, between the Company and the other parties interested with reference to the matters aforesaid.

To authorise the Company to alter the gauge of, and to maintain and work the said private railway, or any part or parts thereof, as part of their undertaking, and to lay down additional rails thereon.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all turnpike and other roads, footpaths, railways, tramways, aqueducts, canals, streams, and rivers, with which it may be necessary to interfere in the construction and use of the said intended railways and works, or any of them, or for the purposes of the Bill.

To levy tolls, rates, and charges for and in respect of the use of the said intended railways and works, and the private railway hereinbefore

referred to, and to grant exemptions from the payment of tolls, rates, and charges; also to alter existing tolls, rates, and charges.

To define and prescribe the gauge or gauges upon which the said intended railways shall be constructed or maintained.

To deviate from the line of the intended railways and works, as shown upon the plans hereinafter mentioned, to the extent defined upon the said plans or to be prescribed by the Bill, and to deviate vertically from the levels of the said intended railways and works, as shown upon the sections hereinafter mentioned.

To empower the Company and any other company or Companies, or persons lawfully using the railways, or any of the railways of, the Company, to run over, work, and use, with their engines and carriages, waggons, and trucks, and officers and servants and for the purposes of traffic of every description, so much of the said private railway of the Westbury Iron Company Limited, as is situate and lies between the commencement of the said intended Railway No. 2 and the junction of the said private railway with the said Radstock Branch Railway, together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraph signals, machinery, works, and conveniences on or connected or used with the said private railway, upon such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Companies and parties interested, or as in default of agreement, shall be determined by the Board of Trade, or by arbitration, or as may be defined by the Bill; and to require the owners and persons interested in the said private railway to afford all requisite facilities for the purpose, and to enable the Company, and any other such Company or Companies, or persons as aforesaid, to levy and receive tolls, fares, rates and other charges in respect of passengers, animals, and things conveyed by them over the said private railway or any part thereof, and to define and regulate the tolls, fares, rates, and charges to be hereafter taken upon the said private railway, or portion of railway, and the works and conveniences connected therewith.

To require the Great Western Railway Company and the Somerset and Dorset Railway Company, or either of them, to afford all necessary and proper facilities for the reception, accommodation, forwarding, interchange, and delivery of traffic passing from or to the railways or works of the Company, to or from the railways or works of the Great Western Railway Company and Somerset and Dorset Railway Company respectively, and to prescribe and fix the terms and conditions upon and subject to which such facilities shall be afforded.

To authorise the Great Western Railway Company, and the Somerset and Dorset Railway Company, or either of them, to subscribe and contribute funds towards the making and maintaining of the intended railways and works, or any part or parts thereof, and to take and hold shares in the capital of the Company, and to guarantee to or for the Company interest, dividend, annual or other payments on shares or stock, and the principal and interest of any mortgages or bonds of the Company, and for all or any of the purposes of the Bill to apply their funds and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee in payment of interest or dividend, or by borrowing.

To enable the Company on the one hand, and the Great Western Railway Company and the

Somerset and Dorset Railway Company, and the Westbury Iron Company Limited, and any other Companies or persons interested in the said existing private railway hereinafter described, or any or either of them, on the other hand, from time to time to enter into and carry into effect agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, and the said existing private railway, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said intended and existing railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of the traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the tolls and revenues arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreements as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects, or any of them.

And it is proposed by the Bill, so far as may be necessary, to amend or repeal the powers and provisions, or some of the powers and provisions, of the local and personal Acts following, or some of them, that is to say:—"The Wilts, Somerset, and Weymouth Railway Act, 1845;" the 5 and 6 William IV., cap. 107; and any other Act or Acts relating to the Great Western Railway Company; and "The Somerset and Dorset Railway (Extension to the Midland Railway at Bath) Act, 1871;" and any other Act or Acts relating to the Somerset and Dorset Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses to be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses to be taken under the powers of the Bill; and an ordnance map, showing the general course and direction of the said railways, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in and through which the said railways and works will be made, or in which any lands or other property to be taken are situate, and a copy of this notice will be deposited, in the case of each such parish, with the parish clerk of such parish, at his residence, and as regards each such extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 11th day of November, 1873.

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

Murly and Sons, Bristol;

Clark and Collins, Trowbridge.

Board of Trade—Session 1874.

High Wycombe Water.

(Application for Provisional Order for authority to construct Waterworks and to supply water to High Wycombe, otherwise Chepping Wycombe, and other places in the county of Bucks; acquisition of existing Waterworks; powers to High Wycombe Corporation and Local Board to purchase or lease undertaking, rates, &c.)

Pursuant to the Gas and Water Works Facilities' Act, 1870.

NOTICE is hereby given, that the High Wycombe Waterworks Company Limited intend to apply to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order, pursuant to the Gas and Water Works Facilities' Act, 1870, for authority to construct and maintain waterworks and works connected therewith, within the borough and parish of High Wycombe, otherwise Chepping Wycombe, and the said borough and the district of the Local Board for the said parish respectively.

The intended Order will confer upon the Company power to make and maintain the following works, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say:—

1. A well or tank, and shaft or boring, and pumping station, with pumping engine, and boiler houses, and other works, buildings, and conveniences, to be situated in a field belonging to William Terry, Esq., and in the occupation of George George, in the said parish of High Wycombe, otherwise Chepping Wycombe, which field is numbered 52 on the tithe commutation map of that parish.

2. A service reservoir to be situate in the field or enclosure known as Middle Nicholas, belonging to William Terry, Esq., and occupied by William Birch, and numbered 54 on the tithe commutation map of the said parish, at or near the place where the field abuts upon the south-eastern corner of the field or enclosure, No. 55 on the same map.

3. A line of pipes or pumping main, commencing at the well and pumping station first before described, passing from thence in a northerly direction through the said field, No. 52 on the tithe commutation map, and under the Wycombe Railway, and along the road or street leading from the said railway to the Totteridge-road, crossing that road and also a field known as Middle Nicholas, and terminating in that field in the service reservoir, secondly before described.

4. A conduit, aqueduct, or line of pipes, commencing in the service reservoir secondly before described, and terminating at a point in High-street, in the borough of High Wycombe, nearly opposite to the place where that street is joined by Crendon-street.

The aforesaid works will all be situate in the borough and parish of High Wycombe, otherwise Chepping Wycombe, and county of Buckingham.

To lay down and maintain conduits, aqueducts, pipes, and other works, in, under, over, across, and along; and to cross, break up, open, alter, divert, or stop up, temporary or permanently, public and private roads, highways, footpaths, streets, quays, pavements, squares, alleys, bridges, public places, canals, towing-paths, railways, tramways, sewers, drains, and watercourses in the aforesaid parishes and places.

The intended Order will also authorise the Company to effect the following objects, viz.:

To purchase and acquire by agreement, and hold lands, houses, waters, and other hereditaments and property, and also to take grants of, or acquire easements over, lands, houses, springs, streams, waters, and other hereditaments, for the purposes of their undertaking.

To supply water for domestic, public, trading, and other purposes, and to demand, collect, and recover rates, rents, and charges, for such supply; to confer, vary, or extinguish exemptions from the payment thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Order, and to confer other rights and privileges.

To purchase by agreement the existing waterworks in the borough and parish of High Wycombe, otherwise Chepping Wycombe, belonging to Messrs. Thomas Wheeler and Company, and also the waterworks in the said borough and parish belonging to the Great Western Railway Company, and the well, engines, machinery, tanks, pipes, property, rights, and privileges belonging to, or connected with such works respectively, and to vest the same in the Company, with power either to continue or discontinue the use of all or any part thereof, and to extinguish any rights or privileges connected therewith respectively.

The Order will enable the Company and the Town Council or Local Board for the borough of Chepping Wycombe, and the Local Board for the parish of High Wycombe, otherwise Chepping Wycombe; and any commissioners, trustees, surveyors, bodies, and persons within the limits of the Order, to contract and agree with the Company for a supply of water in bulk or otherwise, for any purpose whatsoever, and will enable such Town Council, Local Boards, Commissioners, Trustees, Surveyors, bodies, and persons, to appropriate and apply funds, and raise additional funds, by rates or otherwise, for such purpose.

To sell absolutely or to lease for a term of years to the Mayor, Aldermen, and Burgesses of the borough of Chepping Wycombe (hereinafter referred to as the Corporation), or to the Local Board of the said parish of Chepping Wycombe (hereinafter referred to as the Local Board), the whole or any part of the works and undertaking, to be authorised by the Order; and the Order will authorise the said Corporation and Local Board respectively to purchase or lease the same for such consideration or rent, and on such terms and conditions as the Company and the Corporation or Local Board may mutually agree upon, or as may be provided for as prescribed by the Order.

The Order will, for the purposes thereof, alter, amend, enlarge, or repeal all or some of the provisions of the Act 5 and 6 William IV, cap. 107, and of any other Act relating to the Great Western Railway Company, and it will incorporate with itself all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863, and such parts of "The Railway Clauses Consolidation Act, 1845," as relate towards the temporary occupation of lands, and such other matters as may be deemed expedient.

The Provisional Order will also confer upon the Company the other powers mentioned or referred to in "The Gas and Water Works Facilities Act, 1870," and all other powers usually conferred upon water companies.

On or before the 30th day of November, 1873, a copy of this advertisement and a plan and section of the proposed works will be deposited for public inspection with the Clerk of the Peace for the county of Bucks, at his office at Aylesbury, in the said county, and also at the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order when deposited at the Board of Trade, and copies of the Order when made, may be obtained on application at the office of William Bell, 27, Great George-street, Westminster, at the price of one shilling each.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1874, and copies of such representation or objection must at the same time be sent to the said William Bell for the promoters.

Dated this 13th day of November, 1873.

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

In Parliament.—Session 1874.

Crystal Palace High Level Railways.

(Incorporation of Company; Construction of Railways from the Crystal Palace and South London Junction Railway at the Crystal Palace, to the London, Brighton, and South Coast Railway at Selhurst and to Croydon; Arrangements with and powers of Subscription Guarantee and Raising and Application of Funds to Crystal Palace and South London Junction, London, Chatham, and Dover, London, Brighton, and South Coast, and South Eastern Railway Companies; Powers to run over and use portion of London, Brighton, and South Coast Railway, and the High Level Station of Crystal Palace and South London Junction Railway Company; other Powers Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for 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 authorise the Company to make and maintain the following railways, or some or one of them, or some part or parts thereof respectively, together with all proper sidings, stations, approaches, works and conveniences connected therewith, or incidental thereto respectively, that is to say:—

A Railway No. 1, commencing in the parish of Camberwell, otherwise St. Giles, Camberwell, in the county of Surrey, by a junction with the two central lines of rails of the Crystal Palace and South London Junction Railway, in the High Level Station at the Crystal Palace, at a point distant 60 yards or thereabouts in a northerly direction, measured along the rails from the centre of the turntable at the southern end of the said High Level Station, and terminating in the parish of Croydon, in the county of Surrey, by a junction with the Croydon and Balham Branch of the London, Brighton, and South Coast Railway, at a point on the west side of and 10 yards or thereabouts from the bridge carrying the Whitehorse-road over the said Croydon and Balham Branch, which intended Railway No. 1 will be made or pass from, in, through, or into the parishes, extra-parochial, and other places following, or some of them, that is to say:—Camberwell, otherwise St. Giles, Camberwell; Lambeth, otherwise St. Mary, Lambeth, and Croydon, all in the county of Surrey.

A Railway No. 2, to be wholly situate in the parish of Croydon and county of Surrey, commencing by a junction with Railway No. 1, hereinbefore described, in a field belonging or

reputed to belong to John Bennington, and occupied by Henry Nixon, at a point distant 50 yards or thereabouts, measured in an easterly direction from the junction of Parchmore-road and Woodville-road with the Whitehorse-road, and also distant 53 yards or thereabouts, measured in an easterly direction from the southern corner of the Prince of Wales public-house, at Colliers Water Farm, and terminating by a junction with the Croydon and Balham Branch of the London, Brighton, and South Coast Railway, at the termination of Railway No. 1, as above described.

A railway No. 3, to be wholly situate in the parish of Croydon and county of Surrey, commencing by a junction with Railway No. 1, at the point where Railway No. 2 is intended to commence as above described, and terminating in a field adjacent to Duppas-hill, occupied by Stephen Rowland, at a point distant 380 yards or thereabouts, measured in a southerly direction from the centre of the south side of the house known as the Priory, situate or near the junction of the Waddon-road and the Duppas Hill-road, and also distant 353 yards or thereabouts, measured in a south-easterly direction from the centre of a bridge carrying a public road over the Epsom and Croydon Branch of the London, Brighton, and South Coast Railway, immediately adjacent to and on the south-west side of Waddon Station.

To purchase and take by compulsion and agreement, lands, houses, and property required for the purpose of the intended railways and works, to levy tolls, rates, and duties for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary, in constructing or maintaining the intended railways and works.

To authorise the Company on the one hand and the Crystal Palace and South London Junction Railway Company, the London, Chatham, and Dover Railway Company, the London, Brighton, and South Coast Railway Company, and the South Eastern Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies of the intended railways and works, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues, levied, taken, or arising from that traffic, the rents, payments, allowances, rebates and drawbacks to be paid, made, or allowed by 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 contract, agreement, or

arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

To empower the Company and all other Companies and persons lawfully using the intended railways, or either of them, or any part or parts thereof, to run over, into, and use with their engines and carriages, waggons, and trucks, and their officers and servants, and for the purposes of traffic of every description, the following portion of railway and stations respectively, that is to say, so much of the London, Brighton, and South Coast Railway as is situate and lies between the junction therewith of the intended Railway No. 1 and the New Norwood Station of the London, Brighton, and South Coast Railway Company, including that station and the Selhurst Station. The High Level Station of the Crystal Palace and South London Junction Railway Company, together with all tramways, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, machinery works, and conveniences on, or connected, or used, with the said portion of railway and stations, and upon such terms and conditions; pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Companies interested, or as, in default of agreement, shall be determined by the Railway Commissioners, or by arbitration, or as may be determined by the Bill, and to require and compel the London, Brighton, and South Coast Railway Company, the Crystal Palace and South London Junction Railway Company, and the London, Chatham, and Dover Railway Company, or other the Companies owning or working the said portion of railway and stations, to afford all requisite facilities for the purpose.

To authorise the Crystal Palace and South London Junction Railway Company, the London, Chatham, and Dover Railway Company, the London, Brighton, and South Coast Railway Company, and the South Eastern Railway Company, or any or either of them, to subscribe and contribute funds towards the making and maintaining of the intended railways and works, or any or either of them, or any part or parts thereof respectively, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company interest, dividend, annual or other payment, on shares or stocks, 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.

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 may be necessary for the purposes of the Bill, all or some of the provisions of the several local and personal Acts of Parliament following, that is to say: 25 and 26 Vic., cap. 144, and all other Acts relating to or affecting the Crystal Palace and South London Junction Railway Company; 16 and 17 Vic., cap. 132, 34 and 35 Vic., cap. 131, and the awards and agreement set forth in the schedules thereto, and all other Acts relating to or affecting the London, Chatham, and Dover Railway Company; 9 and 10 Vic., cap. 283, and all other Acts relating to or affecting the London, Brighton, and South Coast Railway Company; 6 Wm. IV., cap. 75,

and all other Acts relating to or affecting the South Eastern Railway Company, and all other Acts related 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 duplicate plans and sections of the intended railways and works, together with a book of reference to such plans, an Ordnance map, with the lines of the intended railways delineated thereon, 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 Surrey, at his office at Lambeth, in the said 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 respectively, as relates to each parish or extra-parochial place in or through which the intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection as follows, that is to say: as regards the parish of Camberwell, otherwise St. Giles, Camberwell, with the vestry clerk of that parish, at his office at the Vestry-hall, Camberwell; as regards the parish of Lambeth, otherwise St. Mary, Lambeth, with the vestry clerk of that parish, at his office at the Vestry-hall, Kennington; and as regards each other parish, with the parish clerk of each such parish, at his residence; and as to any 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 13th day of November, 1873.

Edward Smith, Old Broad-Street, London,
Solicitor for the Bill.

Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

Board of Trade.—Session 1874.

West India Dock, Millwall, and Poplar
Tramway.

(Application for Provisional Order for Powers to construct Tramways from the West India Dock Station to the Poplar Station of the Blackwall Railway.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order to authorise and empower the West India Dock, Millwall, and Poplar Tramway Company, Limited (hereinafter referred to as "the Company"), to construct and maintain the tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and convenient turn outs, passing places, stations, works, and conveniences, which tramways and works will be wholly situated in the parish of All Saints, in the county of Middlesex (that is to say):—

1. A Tramway No. 1, commencing at a point opposite to the stoneyard of the Poplar District Board of Works, King-street, 2 chains or thereabouts measured in an easterly direction from the south-west corner of King-street, aforesaid, where the said street joins the West India Dock-road, and terminating in the Preston-road, at or near the south-west corner of Russell-street.

The course of the said tramway will be from its commencement along Garford-street, Bridge-road, Ord-street, West Ferry-road, Manchester-road, East Ferry-road, New-road, and Preston-road. The said Tramway No. 1 for a distance of 30 feet and upwards on either side of the footpath, and the nearest rail of the said tramway will be less than 9 feet 6 inches along the following roads, streets, and places, that is to say, along Garford-street, Bridge-road, East Ferry-road, and New-road, as also across the bridges over the several locks forming the entrances to the West India Docks and the Millwall Docks respectively.

The centre line of Tramway No. 1 will from its commencement be on the left hand side of the imaginary centre line of King-street, and about 4 feet 6 inches therefrom, and will continue at that distance and on the same side along Garford-street to the end of Bridge-road, until it reaches the Limehouse Basin Bridge, with the centre line of which it coincides. The centre line of the tramway then coincides with the imaginary centre line of Bridge-road, as also with the imaginary centre line of the bridge over the Limehouse entrance to the West India Dock, with the imaginary centre line of Ord-street and West Ferry-road, until it approaches the bridge over the entrance to the Millwall Docks, where at a point about 2 chains north of such bridge it will diverge eastward until it attains the imaginary centre line of the east gangway of the said bridge, and then within the distance of about 2 chains it will again approach and attain the imaginary centre line of the West Ferry-road and continue along the centre of such road, as also along the centre of the Manchester-road, until within a distance of about 2 chains south of East Ferry-road, where the tramway will gradually diverge from the imaginary centre line until it attains the distance of 4 feet 6 inches from such line on the left hand side, and thence passes over the drawbridge to the South Dock, at which point it coincides with the imaginary centre line, and again in about the length of 2 chains north of the said bridge the centre line of the tramway passes on the left hand side of the new road at a distance of about 4 feet 6 inches from the imaginary line of that road, until reaching the drawbridge over the entrance to the West India Dock basin, where the centre line of the tramway will attain the imaginary centre line of the said bridge, and continue in the centre line of Preston-road until its termination at a point near the south-west corner of Russell-street.

A Tramway No. 2, commencing in the Preston-road by a junction with Tramway No. 1, at the termination thereof, and terminating in Brunswick-street, at or near the north-east corner of Leicester-street, where that street joins Brunswick-street aforesaid. The course of Tramway No. 2 will be along the Preston-road, Leicester-street, and Brunswick-street.

The said Tramway No. 2 for a distance of 30 feet and upwards on either side of the footpath, and the nearest rail of the said tramway will be less than 9 feet 6 inches along Leicester-street and Brunswick-street aforesaid.

The centre line of Tramway No. 2 will, at its commencement, coincide with the imaginary centre line of Preston-road, until reaching the south-west corner of Leicester-street; hence it will be 4 feet 6 inches on the right hand side of the imaginary centre line until nearing the end of the said street, where it will gradually approach and cross the imaginary centre line, and again diverge from it about 4 feet 6 inches on the right

hand side of the imaginary centre line of Brunswick-street.

A Tramway No. 3, commencing in Brunswick-street by a junction with Tramways Nos. 2 and 4 at the termination thereof, and terminating in Brunswick-street, near the Poplar Station of the Blackwall Railway, at a point opposite the south-west corner of Preston-road, where the said street joins Brunswick-street.

The course of the said Tramway No. 3 will be wholly along Brunswick-street.

The said Tramway No. 3, for a distance of 30 feet and upwards on either side of the footpath and the nearest rail of the said tramway, will be less than 9 feet 6 inches along Brunswick-street.

The centre line of Tramway No. 3 will, throughout its entire length, be about 4 feet 6 inches on the right hand side of the imaginary centre line of Brunswick-street.

Tramway No. 4, commencing in the Preston-road by a junction with Tramway No. 1 at the termination thereof, and terminating by a junction with Tramway No. 3 at the commencement thereof. The course of the said Tramway No. 4 will be through Russell-street and Brunswick-street.

The said Tramway No. 4, for a distance of 30 feet and upwards on either side of the footpath, and the nearest rail of the said Tramway, will be less than 9 feet 6 inches along Brunswick-street.

The centre line of Tramway No. 4 will, in the course of the said Tramway through Russell-street, coincide with the imaginary centre line of that street until approaching the north-east corner, where it will diverge northwards into Brunswick-street, and be carried about 4 feet 6 inches along the right hand side of the imaginary centre line of such street throughout its entire length.

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

To enable the Company to levy tolls and charges for the use of the proposed tramways, such tolls and charges being levied either upon the carriages using the tramways, or in respect of passengers and other traffic conveyed upon the same, or in both manners, and to confer exemptions from the payment of tolls or charges, and to confer, vary, or extinguish other rights or privileges, and to enable the promoters to exercise the other powers granted by "The Tramway Act, 1870."

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

A copy of this notice as published in the London Gazette, together with the relative plans and sections, will be deposited for public inspection on or before the 30th day of November instant with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell-green, at the office of the Board of Trade, Whitehall, London, with the clerk of the said parish, at his residence, and at the office of the Local Authority of the district.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December

next, and printed copies thereof when deposited, and of the Provisional Order when made will be furnished (at the price of one shilling for each copy) to all persons applying for same at the office of the undersigned.

All persons desirous of making any representations to the Board of Trade, or of bringing before them any objections respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall Gardens, London, on or before the 15th day of January, 1874, and a copy of any such objection must also be sent at the same time to the Promoters.

Dated this 17th day of November, 1873.

W. T. Manning, 20, Great George-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1874.

London Chatham and Dover Railway Awards. (Provisions affecting the Awards made under London Chatham and Dover Railway (Arbitration) Act, 1869, relating to the Crystal Palace and South London Junction Railway, and the Sevenoaks, Maidstone, and Tunbridge Railway, as to Working &c., of those Railways; Fixing rates, and payment of costs of Act; Amendment of Acts.)

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

To alter and vary or repeal the terms and conditions of the undermentioned paragraphs or articles of the First Award, dated the 18th day of August, 1870, and of the Second and Final Award, dated the 24th day of February, 1871, and respectively made by the Marquis of Salisbury and Lord Cairns, and set forth in the first and second Schedules to the London Chatham and Dover Railway Act, 1871 (that is to say): the paragraphs or articles in the said First Award, numbered 49 and 50, relating to the appropriation of traffic receipts arising upon the Crystal Palace and South London Junction Railway, and the Sevenoaks, Maidstone, and Tunbridge Railway, and to the mode of settling differences which may arise between either of those Companies and the London Chatham and Dover Railway Company, and the paragraph or article in the said Second and Final Award numbered 64, and providing for the raising of further Capital.

To authorise under certain circumstances the working of the Crystal Palace and South London Junction Railway, and the Sevenoaks, Maidstone, and Tunbridge Railway respectively, by the Crystal Palace and South London Junction Railway Company, and the Sevenoaks and Maidstone and Tunbridge Railway Company respectively, and to prescribe regulations or otherwise provide for the due, proper, and efficient working, maintenance and management of the said railways respectively, by those Companies respectively, and the London Chatham and Dover Railway Company, or any or either of them, and for fixing the tolls, fares, rates, and charges for or in respect of the traffic on the said railways respectively, and for the settlement of disputes and differences which may arise between the said London Chatham and Dover Railway Company and the said two other Companies respectively,

with reference to any of the matters aforesaid, by the appointment of a joint committee or standing arbitrator or both, or by other ways or means.

To prescribe and fix or provide for the prescribing and fixing of the sum which shall represent and be deemed to be the actual cost of the maintenance, and working of the Crystal Palace and South London Junction Railway, and the Sevenoaks, Maidstone, and Tunbridge Railway respectively, in lieu of such actual cost being ascertained by arbitration, as in the said paragraph or article numbered 50 in the said First Award prescribed.

To alter and amend, so far as may be necessary for the purposes aforesaid, all or some of the provisions of the London Chatham and Dover Railway (Arbitration) Act, 1869, the London Chatham and Dover Railway Act, 1871, and any other Act or Acts relating to the London Chatham and Dover Railway Company; also the Crystal Palace and South London Junction Railway Act, 1862, and the other Acts relating to that Company passed respectively in the years 1864, 1869, and 1872; also the Acts relating to the Sevenoaks, Maidstone, and Tunbridge Railway passed respectively in the Sessions of Parliament held in the 22nd and 23rd, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 30th and 31st, 33rd and 34th, 35th and 36th, and 36th and 37th years of the reign of Her present Majesty, and all other Acts (if any) relating to the two last-mentioned Companies or either of them.

To provide for the payment of the costs of the intended Act, wholly, or in part, by the London Chatham and Dover Railway Company.

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

Dated this third day of November, 1873.

Newman Dale and Stretton, 75, Cornhill, E.C., Solicitors.

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

In Parliament.—Session 1874.

The Burry Port and Gwendreath Valley Railway (Extension of Time for execution of Works).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Burry Port and Gwendreath Valley Railway Company for leave to bring in a Bill to extend the time limited by "The Kidwelly and Burry Port Railway Act, 1865," and "The Burry Port and Gwendreath Valley Railway Amendment Act, 1868," for executing the works by such Acts authorized to be made, and to revive and extend such of the powers (if any) of the said Acts relating thereto as may have expired, and to confer upon the Company all necessary powers in relation thereto.

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

Dated this 13th day of November, 1873.

Sutton and Ommalley, 80, Coleman-street,
London, Solicitors for the Bill.

In Parliament—Session 1874.

Edinburgh and District Water.

(New Works for Additional Supply of Water from Moorfoot, including the River South Esk, Tweeddale Burn, and Portmoreloch, and for compensation from Fullarton Burn, and for additional storage in Glencorse Valley; Extension of limits of district; Provisions for Prevention of Waste, Amendment of Constitution of Trust, Amended and Increased Rates, Payment of Costs of Bill of 1871, and of part of the Costs of Opposing Ratepayers; Amendment of Acts; Power to Borrow; Provision for Separation of Portion of Undertaking Applicable to Leith and Portobello on conditions, and New Separate Trusts; other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Lord Provost, Magistrates, and Council of the City of Edinburgh (hereinafter called "The Corporation of Edinburgh"); the Provost, Magistrates, and Town Council of Leith (hereinafter called "The Corporation of Leith"); and the Provost, Magistrates, and Town Council of Portobello (hereinafter called "The Corporation of Portobello"), all or one or more of them, along with or with consent and concurrence of "The Edinburgh and District Water Trustees," incorporated under "The Edinburgh and District Waterworks Act, 1869," and hereinafter called the Trustees, or by the Trustees along with or with consent and concurrence of the Corporation of Edinburgh, the Corporation of Leith, and the Corporation of Portobello, or one or more of them, for leave to bring in a Bill for providing an additional supply of water to the city and Royal Burgh of Edinburgh, the town and port of Leith, the town of Portobello, and districts and places adjacent, and for authority to the trustees to execute works for the storing and conveyance of such additional supply of water from Moorfoot, in the counties of Edinburgh and Peebles, including the River South Esk, Tweeddale Burn, and Portmore Loch, and their tributaries, and for compensation from Fullarton Burn, and for additional storage to be provided in Glencorse Valley, and to impound and to abstract and convey such portion of the said waters, or some of them, as shall be necessary for the use of the said city, towns, ports, and districts and places, or for compensating for the abstracting of such waters, to make all suitable provision in regard to the same, and to make various other provisions after specified.

And by the Bill power will be taken to alter, amend, and in part repeal the provisions of the said "Edinburgh and District Waterworks Act, 1869," and of the existing Acts of the late Edinburgh Water Company, or some of the provisions of such Acts—videlicet, "The Edinburgh Water Company's Act, 1856," and "The Edinburgh Water Company's Amendment Act, 1863," including any portions of the previous Acts of Parliament of the said Edinburgh Water Company which may be reserved, and remain unrepealed (that is to say) of the following Acts (Local):—The Act of 59 Geo. III., cap. 116; 7 Geo. IV., cap. 108; 5 Will. IV., cap. 33; 6 and 7 Vic., cap. 89; 10 and 11 Vic., cap. 202; 16 Vic., cap. 49; and also the Act (Local) 32 and 33 Vic., cap. 24; and also, if necessary, "The Musselburgh and Dalkeith Water Act, 1871," and "The Mid-Lothian Water Act, 1873."

And by the Bill, in order to the introduction of such additional supply of water to the said city, towns, port, districts, and places adjacent, and for effecting the necessary compensation therefor, power will be taken to the Trustees to make,

execute, and maintain the works following, or some of them:—

(1.) Portmore Reservoir.—A Reservoir (herein called the "Portmore Reservoir") for taking, impounding, and diverting the waters of and draining into Portmore Loch, otherwise West Loch, to be situate in the parish of Eddleston and county of Peebles, commencing at a point on the Loch Burn (before it enters the said loch) 270 yards or thereabouts measured along the course of the said burn from the point where the said burn enters the said loch, and terminating at an embankment to be formed across the Loch Burn (after it leaves the said loch) at a point therein 40 yards or thereabouts from the point where the said burn leaves the said loch, by means of which embankment it is intended to raise the existing surface of the water in the said loch and reservoir about 10 feet; together with a road of access to said reservoir, to be wholly situate in the said parish, commencing in and by a junction with the road from Braidwood to Peebles, at a point 100 yards or thereabouts south-west from West Loch Farm Steading, and terminating at or near to the embankment before-mentioned.

(2.) Gladhouse Reservoir.—A reservoir (herein called the "Gladhouse Reservoir") for taking, impounding, and diverting the waters of the River South Esk, the Gladhouse Burn, and the Tweeddale Burn, to be situate in the parish of Temple and county of Edinburgh, commencing at a point in the said River South Esk, 530 yards or thereabouts measured in a north-easterly direction from the dwelling-house of Moorfoot Farm, and terminating at an embankment to be formed across the said River South Esk at a point therein 270 yards or thereabouts measured along the course of the said river from and below the point where the said river is joined by the Black Burn.

(3.) Edgelaw Reservoir.—A reservoir (herein called "Edgelaw Reservoir") for taking and impounding the waters of Fullarton Burn, to be situate in the parishes of Carrington, Penicuik, and Temple, all in the county of Edinburgh, commencing at a point in the said Fullarton Burn, 830 yards or thereabouts, measured along the course of the said Fullarton Burn from and below the point where the said Fullarton Burn is joined by the burn flowing from Mount Lothian farm-steading, and terminating at an embankment to be formed across the said Fullarton Burn at a point therein, 100 yards or thereabouts measured along the course of the said burn from and below the point where the said Fullarton Burn is joined by the Cauldhall Burn; together with a road of access to the said reservoir, to be wholly situate in the said parish of Temple, and commencing in and by a junction with the turnpike road from Braidwood to Peebles, at a point 100 yards or thereabout north-east from Rosebery Farm Steading, and terminating at or near the embankment of such reservoir.

(4.) Alnwick Hill Reservoir.—A Reservoir (herein called "Alnwick Hill Service Reservoir") 150 yards long and 150 yards wide or thereabouts, situate in the parish of Liberton and county of Edinburgh in the field east of Alnwick Hill Reformatory, and adjoining the turnpike road leading from Howden's Hall to Edinburgh by Alnwick Hill; the south-west corner of which reservoir will be 30 yards or thereabout east of the north-east corner of Alnwick Hill Reformatory, and the north-west corner of which reservoir will be 150 yards or thereabouts north-east of the same point.

(5.) Conduit No. 1.—An Aqueduct, Catch-water Drain, or Conduit (herein called "Conduit No. 1") commencing in the parish of Eddleston and county of Peebles, in the said Portmore reservoir, at or near the embankment of such reservoir

as before described, and terminating in the parish of Temple and county of Edinburgh, in the said Gladhouse reservoir, at or near the embankment of such reservoir, which aqueduct, catchwater drain, or conduit, will pass from, in, through, or into the parish of Eddleston and county of Peebles, and parish of Temple and county of Edinburgh.

(6.) Conduit No. 2.—An Aqueduct, Conduit, or Line of Pipes (herein called "Conduit No. 2") commencing in the parish of Temple, and county of Edinburgh, in the said Gladhouse Reservoir, at or near the embankment of such reservoir, and terminating in the Alnwick Hill Service Reservoir above described, in the parish of Liberton and county of Edinburgh, and which aqueduct, conduit, or line of pipes will pass from, in, through, or into the following parishes, or some of them, viz.:—the parishes of Temple, Carrington, Lasswade, and Liberton, all in the county of Edinburgh.

(7.) Conduit No. 3.—An Aqueduct, Conduit, or Line of Pipes (herein called "Conduit No. 3") commencing in the parish of Liberton and county of Edinburgh, in the Alnwick Hill Service Reservoir, above described, and terminating at or near the point at the south end of Minto-street, where Mayfield-loan joins such street, in the parish of St. Cuthbert's, and within the municipal boundaries of the city and royal burgh of Edinburgh, which aqueduct, conduit, or line of pipes will pass from, in, through, or into the parishes of Liberton and St. Cuthbert's, both in the county of Edinburgh.

(8.) Denscleugh Reservoir.—A Reservoir (herein called "Denscleugh Reservoir" for taking, impounding, and diverting the waters of the Whitecleugh Burn and Logan Burn, to be situate in Denscleugh, in the parish of Penicuik, in the county of Edinburgh, commencing at a point in the said Denscleugh 1,400 yards or thereabouts north-west of Logan Cottage, and terminating at an embankment to be formed across the Whitecleugh Burn at a point therein 270 yards or thereabouts north-west of the said Logan Cottage.

(9.) A Catchwater Drain or Conduit (herein called "Conduit No. 4") to be situate in the parish of Penicuik and county of Edinburgh, commencing at or near the Waste Weir of the existing Logan Lea Reservoir and terminating in the Denscleugh Reservoir above described, at or near the embankment of the said Reservoir.

And by the said Bill it is intended to take, divert, collect, and store the waters, river, brooks, and streams after-mentioned, viz., to collect and store the waters of the West or Portmore Loch, and its brooks, streams, and tributaries in the Portmore Reservoir before described, which waters naturally flow into the burn called the Loch Burn, which flows into the Fullarton Burn, which flows into the River South Esk, afterwards united with the River North Esk, within the policies of Dalkeith-park, their united waters flowing thence into the sea at or near the town of Musselburgh; and by the said conduit, No. 1, the waters so stored in the Portmore Reservoir, the Tweeddale Burn, and all waters capable of being intercepted by the said Conduit, No. 1, will be diverted into the said Gladhouse Reservoir before described, which Tweeddale Burn and its tributaries naturally fall into the Fullarton Burn, and the waters of the same flow, as before-mentioned, with reference thereto; To impound the waters of the Gladhouse Burn and the River South Esk (including the waters of Portmore Loch and Tweeddale Burn before-mentioned), with their tributaries, above the site of the embankment of the Gladhouse Reservoir, in such reservoir, which waters flow to the sea as before-mentioned. To impound and store the waters of the Fullarton Burn for purposes of compensation in the Edgelaw Reservoir before described, which

burn naturally flows into the South Esk; and from thence into the sea, and the waters so stored in the Gladhouse Reservoir will, by means of Conduit No. 2, be conveyed into the Alnwick Hill Service Reservoir, and thence, by Conduit No. 3, to Minto-street, Edinburgh, aforesaid, for distribution within the said city, towns, port, and places adjacent; and by the operations before mentioned the waters to be so diverted directly or derivatively into the intended reservoirs, conduits, and other works proposed by the Bill, or some of them, may be diverted from the following cuts, reservoirs, or aqueducts, viz.: The mill-dams, mill-lades, and tail-races of the following mills:—West Loch Farm thrashing-mill, in the parish of Eddlestone, and county of Peebles; Toxside Farm thrashing-mill, in the parish of Temple; Carrington saw-mill, in the parish of Carrington; Arniston Colliery pumping-mill, and Prestonholm spinning-mill, in the parish of Cockpen; Newbattle Colliery pumping-mill, Newbattle paper-mill, Newbattle corn and flour-mill, Newbattle saw-mill, New-mills saw-mill, and New Mills flour-mill, in the parish of Newbattle; New Mills tannery, in the parish of Dalkeith, all in the county of Edinburgh, down to the junction of the Rivers South and North Esk, and also the mill-dams, mill-lades, and tail-races hereinafter-named, as situated below the junction of the said South Esk and North Esk, together with the authorized but unexecuted reservoirs, aqueducts, and other works, for impounding and diverting the waters of the said River South Esk, authorized by "The Musselburgh and Dalkeith Water Act, 1871," and all other cuts, aqueducts, or works into which the said waters, river, burns, or streams now flow.

And, if desired, all necessary provision will be made in the Bill for conferring on the parties interested in the compensation the management and regulation of the same.

And by the Bill power will be taken to intercept and divert, by the Conduit No. 4, and Denscleugh reservoir, into, and to impound and store up in the said reservoir, all or some waters of the Logan Burn, and Whitecleugh Burn and affluents thereof, and all or any other streams or waters which are capable of being intercepted or collected by means of such intended works, and from thence, by such intended works, or some of them, and by the existing undertaking and works of the trustees, or one or more of them, to use and appropriate the said waters for supplying water to the said city, towns, port, and district and places adjacent, and for the other purposes of the said Act, but subject nevertheless to the statutory rights of all parties interested in the compensation water to be given from, or out of, or by means of any of the waters of the Glencorse Valley, above the Crawley cistern; which burns, streams, and waters, so far as they are not used and appropriated by the trustees as aforesaid for the supply of the district, now directly or derivatively flow into the Glencorse reservoir and Glencorse burn, which flows into the River North Esk, which joins the South Esk River as before mentioned, and may be diverted from the following cuts, aqueducts, and works, into which, or some of which, the same now flow—namely, the mill-dams, lades, and tail-races of the following mills:—Milton corn and barley-mill, and Dalmore paper-mill, in the parish of Glencorse; Kirkettle Mill and Roslin Mill of the Roslin gunpowder factory, Roslin carpet works, Springfield paper-mill, Polton paper-mill, Keyvock paper-mill, and Middlemill corn and barley-mill, all in the parish of Lasswade; St. Leonard's paper-mill, and the Elgin Haugh corn, flour, and barley mills, in the parishes of Lasswade, Dalkeith, and Cockpen, or one or more of them; Ironmill flour and barley-mill, North Esk sewing-

machine manufactory and water-pump, Bridgend skinnery or sheepskin-mat manufactory, and Dalkeith corn, flour, and barley-mills, all in the parish of Dalkeith; and also the following mill-dams, mill-lades and tail-races of the following works situated below the junction of the said North Esk and South Esk:—Eskvale bleachfield and laundry, Musselburgh Waulk Mill scouring and wash-mill, Eskside fibre works, Eskmill cotton and hemp-spinning thread, twine, and net manufactory, Sheepfield sheepskin mat manufactory, Westmill corn and flour-mill, Charles Primrose's hair factory, Messrs. John Leggat and Co.'s upper tannery and glue manufactory, Seamill corn and flour-mill, Millhill dye works and sheepskin mat manufactory, John Leggat and Co.'s lower tannery, Millhill canvas factory, Musselburgh oil-mill, North British stearine works, and Wilkie's tannery, all in the parish of Inveresk and county of Edinburgh, and all other cuts, aqueducts, or works into which the said burns, streams, or waters now flow.

And it is intended to take power to make, lay, erect, and maintain such channels, sluices, catch-water drains, culverts, roads, houses, buildings, filters, and filtering beds, and all other works and conveniences or alterations of any existing works and conveniences, which may be necessary or expedient for effecting or carrying out the objects and purposes of the said Bill, or any of them.

To ratify and confirm an agreement entered into with Charles Cowan, Esq., and others, holding from or under him, for continuing in perpetuity the raising one foot, or thereabouts, of the weir of the reservoir of the trustees known as the Glencorse Reservoir, situated in the parishes of Glencorse and Penicuik, both in the county of Edinburgh, by means of a timber log or substituted masonry work, or other material, and to legalize such raising and the impounding of water in the said reservoir to an additional height of one foot, or thereabouts, consequent upon the raising of the said weir by the means aforesaid.

And power will be taken to deviate laterally in the construction of the said whole works from the lines and situations of the said works within the limits shown upon the plans hereinafter mentioned, or as shall be specified in the Bill, and to deviate vertically from the levels of those works as shown on the sections as shall be provided for in the Bill.

And power will also be taken to carry the conduits, pipes, and other works, or any of them, through, over, under, along, across, or into, and for that purpose temporarily or permanently to stop up, divert, or alter any turnpike road, public highway, statute labour, or other road, street, canal, railway, tramway, bridge, stream, sewer, drain, gas, or water pipe in any of the parishes within which the works to be authorized will be situated as aforesaid, or the supply of water be afforded. And, so far as necessary, the following Acts may be amended:—The Acts (Local) 5 and 6 William IV., caps. 62 and 68, "The Edinburgh Roads and Streets Act, 1862," "The Peebleshire Roads Act, 1864," and any other Acts that it may be necessary to amend.

And power will also be taken to the trustees to acquire, compulsorily or by agreement, all lands, houses, waters, streams, and other property necessary for the execution of the works to be authorized, and to hold the same for the purposes of the intended Bill, and also to vary or extinguish all existing rights and privileges connected with such lands, houses, waters, and other property which may in any way interfere with the purposes of the Bill or with the existing works and property of the trustees, and also to confer new powers, rights, and privileges.

And provision will also be made, if necessary and expedient, for compensating persons from whom water may be abstracted, or whose interests may be otherwise prejudiced by the operations of the trustees, or some of them, in such other way or manner as may be agreed on or suitable and convenient.

And power will be sought to enable the trustees to make from time to time rules and regulations with respect to the cisterns, pipes, fittings, and apparatus to be used by all consumers of the water of the trustees, and for the sufficiency, maintenance, repair, or alteration thereof, and with respect to the suppression and prevention of waste, misuse, undue consumption, and contamination of the water, and to provide for the due observance and enforcement of such rules and regulations, and to impose or authorize the imposition of such penalties and forfeitures for the breach or non-observance thereof, as may be approved by Parliament. And with respect to dwelling-houses of a rent not exceeding the sum of 10*l.* per annum, or such other sum as shall be prescribed by the Bill, in which, or appurtenant whereto, any cisterns, pipes, fittings, and apparatus shall not be in conformity with such rules and regulations, or be otherwise unfit or improper for the purposes to which they now are or hereafter may become applied, to authorize the trustees to alter or remove, or cause to be altered or removed, at the cost of the trustees, if and as they shall from time to time consider advisable, all or any such cisterns, pipes, fittings, and apparatus, and to supply new cisterns, pipes, fittings, and apparatus, and for these purposes, if necessary, to raise the required funds by borrowing on the security of the rates, charges, and other income of or leviable by the trustees, and to charge the interest of the cost of any such alterations or such other annual or half-yearly rent or remuneration as the Bill may prescribe, and if thought fit, by way of addition to the water rate chargeable for the time being in respect of such dwelling-houses respectively, and also to provide, if and so far as may be deemed expedient, for the discharge or redemption of any such charge.

And also to further suspend and postpone the period for the coming into operation of the enactments in "The Edinburgh and District Waterworks Act, 1869," as to constant pressure in regard to the supply of water, and penalties on failure of supply. And power will be taken to the trustees, as one of the objects of the trust, to seek for, provide, and supply water, and to make all necessary applications for powers from time to time for such additions to the existing supply as may be necessary under such conditions as shall be sanctioned by Parliament, and in particular that in the case of any future application, or intended application to Parliament, the trustees shall, previous to the introduction of the Bill into either House of Parliament, cause a meeting or meetings of the ratepayers within the limits of the Compulsory Supply, entitled to vote at the immediately preceding municipal election, to be held in such way and manner as the Bill shall prescribe, in order that such meeting or meetings may assent to, or dissent from, any such application, and to prescribe the manner and scale of voting, and the effect upon any such application of the resolutions of such meeting or meetings, or that the trustees shall take such other means for ascertaining the views of the ratepayers in reference to any such application as the Bill may prescribe; and also to make provision for the payment of the expenses of such application, and of the cost and charges incident and preliminary thereto, or to make such other provision for such objects as shall receive the sanction or approval of Parliament.

And by the Bill provision will be made for payment out of the rates and duties leviable under "The Edinburgh and District Waterworks Act, 1869," and that may be levied under the Bill, or from money to be borrowed on the security of the same or in the hands of the trustees, of the costs, charges, and expenses of and incident to the preparing for presentation, prosecution, and promotion of a Bill in the Session of 1871, for the supply of the district of the trust with water from St. Mary's Loch and the Loch of the Lowes, in the counties of Peebles and Selkirk, which Bill was rejected by the House of Lords, as the same may be adjusted and fixed; and also such proportion of the costs and expenses of the opposing ratepayers as remains unpaid; and to authorize and require the trustees to make payment of such costs of promotion and opposition; and to ratify and approve of all payments made from the funds of the trust to account of such costs; and to make such further provision in regard to such payments as shall be sanctioned by Parliament; and provision will also be made for payment by the trustees of all expenses incurred with a view to providing an additional supply of water, the prevention of waste, and other like expenditure, as well as the expenses of the Bill.

And by the Bill it is intended to make provision as to and amendment of the constitution of the trust, and in regard to the qualification or disqualification of the trustees, or of the persons from whom the same are elected, and the endurance of office, and to make such provisions in regard to the election, duration, and continuance in office of trustees, and the time of election, and the filling up of vacancies, as may be expedient, and as may be prescribed by the Bill.

And by the Bill it is intended, if found expedient, to alter and amend the provisions as to the supply of water from the Edinburgh and Glasgow Union Canal, and the conditions of any agreements between the Edinburgh Water Company, or the Edinburgh and District Water Trustees, and the North British Railway Company in regard thereto, and in regard to the supply of water to the said railway company, and to make new provisions in regard to all such matters, and to extend the application and use of such supply, and to make new arrangements and agreements which may be ratified in the Bill, and for such purposes, as well as for any other purposes necessary, besides the provisions in regard thereto of the Edinburgh Water Company's Acts before mentioned, the following Acts of the North British Railway Company (comprehending therein the Acts of Edinburgh and Glasgow Union Canal Company and the Edinburgh and Glasgow Railway Company) will, so far as may be necessary, be altered and amended—namely, the Acts of the reign of His Majesty King Geo. III.—viz., of the 49th year, cap. 83; 54th, cap. 138; 57th, cap. 56; 59th, cap. 29; of the reign of His Majesty King Geo. IV.—viz., of the 2nd year, cap. 122; 4th, cap. 18; 5th, cap. 49; 7th, caps. 45, 98; of the 10th Geo. IV., cap. 122; 11th Geo. IV. and 1st William IV., cap. 115; of the reign of His Majesty King William IV., 3rd and 4th, cap. 114; 4th and 5th, cap. 71; 5th and 6th, caps. 55, 97; 6th and 7th, 131; and of the following years of the reign of Her present Majesty—viz., of the 2nd and 3rd, caps. 51, 57, 59, and 70; 4th and 5th, cap. 59; 6th and 7th, cap. 55; 7th and 8th, cap. 66; 8th and 9th, cap. 148; 9th, cap. 57; 9th and 10th, caps. 81, 107, 202, 263, 332, and 377; 10th and 11th, caps. 83, 245, and 246; 11th and 12th, caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby), and 160; 12th and 13th, caps. 39, 72, and 86; 14th, cap. 27; 11th and 15th, caps. 55 (and the provisions unrepealed

of the Acts referred to in the schedule of such Act) and 62; 15th, cap. 109; 16th and 17th, caps. 90, 151, and 152; 17th and 18th, caps. 199 and 212; 18th and 19th, caps. 30, 127, 153, 158, and 190; 19th and 20th, caps. 98 and 106; 20th and 21st, caps. 78, 91, 124, and 129; 21st and 22nd, caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145 and 165; 22nd and 23rd, caps. 14, 24, 83, 85 and 96; 23rd and 24th, caps. 140, 145, 159, 178, and 195; 24th and 25th, caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25th and 26th, caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26th and 27th, caps. 187, 194, 213, 223, 226, and 237; 27th and 28th, caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28th and 29th, caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29th and 30th, caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30th and 31st, caps. 145 and 198; 31st and 32nd, caps. 63 and 139; 32nd and 33rd, cap. 119; 33rd and 34th, caps. 91, 104, and 135; 34th and 35th, cap. 106; 35th and 36th, cap. 123; and 36th and 37th, caps. 189 and 209; and all other Acts relating to the North British Railway Company, the Edinburgh and Glasgow Union Canal Company, and the Edinburgh and Glasgow Railway Company.

To make such further and other provisions for the conduct and management of the trust, and for the better carrying out the purposes thereof, as the Bill shall prescribe, and to vary and extinguish existing rights and privileges, and to confer other rights and privileges.

And power will be asked to enable the Trustees to raise such other and further sums of money, by borrowing on the security of the rates, charges, and other income of or leviable by the trustees, as may be necessary for the purposes of the Bill.

To authorize the trustees to levy such increased rates, duties, and charges as may be necessary to carry into effect the purposes of the Bill; also to levy new rates, duties, and charges; to alter existing rates, duties, charges; to make provision as to the collection from tenants or occupants, of rates, duties, and charges, paid or payable by landlords or owners, and to confer, vary, or extinguish exemptions from payment of rates, duties, and charges.

And by the Bill it is proposed to extend the limits of "The Edinburgh and District Water Works Act, 1869," so as to include in the limits of supply the following parishes:—to wit, Inveresk, Liberton, Colinton, Corstorphine, and Cramond, or some of them.

To sell and supply water to persons, corporations, local authorities, and places within or beyond the limits of the supply, and to authorize such persons, corporations, local authorities, and places to take and pay for the same. And also to supply water in bulk to manufacturers and other large consumers on such terms and at such rates as may be deemed expedient.

And such further and other provisions will be made as shall be thought expedient for the better carrying out of the purposes of the trust. And all existing rights and privileges which will interfere with the purposes of the Bill will be extinguished, and rights and privileges which will further the same will be conferred.

And if it shall be desired by the Communities of Leith and Portobello, or either of them, and Parliament shall approve of and sanction the same, power will be taken by the Bill, with the consent of the annuitants, mortgagees, and creditors of the Trust and the Corporation of Edinburgh, and other parties interested or entitled to object, to disjoin and separate from the existing waterworks and

undertaking, and the existing area supplied with water by the Trustees, the area comprising the town of Leith and the port thereof, the town of Portobello and the parishes of North Leith, South Leith, St. Cuthbert's beyond the city of Edinburgh, and Duddingston, and whole undertaking within the same, all in the county of Edinburgh, or such parts or portions thereof as may be so agreed on, or as may be fixed or determined by Parliament. And to define the several interests and liabilities of the Trustees and of the communities in the undertaking, or assets of the said two towns respectively, and debts, obligations, and liabilities of the trust; and to enable the Trustees and the trustees to be appointed for Leith and Portobello, or either of them, or the Corporation of Leith or Portobello, if such corporations shall be named Trustees for their respective communities, to contract and enter into agreements or arrangements with reference thereto, or to have the same settled by arbitration or otherwise as may be agreed to and provided by the Bill, and to confirm all or any agreements or arrangements which shall be made in regard thereto; to prescribe, define, and specify, the annuities, borrowed money, and other obligations apportionable on the respective communities; and to allocate and burden the said communities separately with their several portions.

And power will be taken in such case to alter the constitution of the Trust, and to appoint for each of the said communities such bodies of Trustees for the supply of water as shall be deemed expedient by Parliament; and to transfer to each body of Trustees their several portions of the undertaking, and to make such further and other provision as shall be necessary in consequence of the separation referred to.

To incorporate all or some of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Waterworks Clauses Acts, 1847 and 1863," and also the provisions of the "Railways Clauses Consolidation (Scotland) Act, 1845," with respect to the temporary occupation of lands during the execution of works.

And notice is hereby also given, that plans and sections and duplicates thereof respectively, describing the lands, houses, waters, streams, and other property intended to be taken, or which may be taken under the powers of deviation before-mentioned for the purposes of the said Bill, and the lines, situations, and levels of the works intended to be made and maintained as aforesaid, and the lands in, upon, or through which the same are intended to be made and maintained, and the waters, rivers, and streams to be diverted into the same, with a book of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of the said lands, houses, waters, streams, and other property, will, together with a copy of this notice as published in the "Edinburgh Gazette," be deposited for public inspection on or before the 29th day of November, 1873, in the office, at Edinburgh, of the principal sheriff clerk of the county of Edinburgh and of the sheriff clerk of the county of the city of Edinburgh, and at the office, in Peebles, of the principal sheriff clerk of the county of Peebles, and a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes before-mentioned in which works are to be executed, or property taken, or to the Royal Burgh of Edinburgh respectively, together with a copy of this notice, will, on or before the said 29th day of November, be deposited with the schoolmaster of each such parish, or if there be no schoolmaster, with the session clerk of such parish,

at his residence, and with the town-clerk of the city and Royal Burgh of Edinburgh at his office.

And notice is hereby further given, that copies of the said 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.

W. White Millar, Edinburgh, Solicitor for the Bill.

John Graham, 3, Westminster Chambers, Westminster, Parliamentary Agent.

Shipley Local Board of Health.

(Application to the Local Government Board for a Provisional Order for effecting various Street Improvements in the township of Shipley, in the parish of Bradford, in the West Riding of the county of York).

NOTICE is hereby given, that the Local Board of Health for the district of Shipley, in the West Riding of the county of York, (hereinafter referred to as "the Local Board"), are about to apply to the Local Government Board under "The Local Government Act, 1858," "The Local Government Board Act, 1871," and "The Public Health Act, 1872," for a Provisional Order for the purpose of authorising the Local Board to widen, enlarge, straighten, and improve all or some of the following roads, streets, and highways within the township of Shipley, in the parish of Bradford, that is to say:—

No. 1. The road, formerly known as part of the Shipley and Bramley Trust, and now called the Saltaire-road, by the addition of land (now partly covered with buildings) on the north side thereof, commencing at the eastern extremity of a close of land, called Summer Pasture, purchased by Sir Ti-us Salt, Baronet, from the Trustees of William Bradley Wainman, Esq., and terminating at the western extremity of Commercial-street, opposite the Junction Inn, and by the addition of land on the south side of Saltaire-road, forming the site of a shop, dwelling-house, yard, and garden, belonging or reputed to belong to Frank Thompson, and of other land (now partly covered with buildings), also on the south side of Saltaire-road, lying between Mount-street and Rosse-street, and constituting the sites of the several streets or courts, called respectively Mount-street, Southgate, Quarry Fold, and Crow Gill-road, and of the dwelling-houses and other buildings fronting thereto.

No. 2. A street, called Commercial-street, by the addition of land (now partly covered with buildings), on the north side thereof, commencing at the junction of Saltaire-road with Commercial-street, and terminating at the western extremity of a fishmonger's shop, belonging or reputed to belong to the devisees of the late Thomas Rhodes, and by the addition of the site of the inn, called the Fox and Hounds; also by the addition of land (now partly covered with buildings), on the south side of Commercial-street, commencing at the western extremity of a dwelling-house, belonging or reputed to belong to Samuel Atkinson, and occupied by Thomas Murgatroyd, and terminating at the junction of Commercial-street with the road or street, called the Otley-road.

No. 3. A street, called Briggate, by taking down the houses, shops, and buildings on the south side thereof, between Briggate and Chapel-lane, including both sides of Rhodes-lane,

and by the addition of land (now partly covered with buildings), on the south and south-west sides of Briggate, between the point of junction with Chapel-lane and the centre of the Bradford Beck; and by the addition of land (now partly covered with buildings) on the north and north-east sides of Briggate, occupied by John Kendall; other lands belonging or reputed to belong to Edward Holden, Esq., and occupied with the Good Templars' Hall, and the site of part of a mill, and of certain warehouses and offices, belonging or reputed to belong to the Shipley Union Mill Company, also of certain lands, belonging or reputed to belong to the Shipley Gas Light Company and the Midland Railway Company.

No. 4. A street, called Chapel-lane, by the addition thereto of land (now partly covered with buildings) on both sides of the said street, commencing at a point on the easterly side of land belonging to Nathan Atkinson, and extending to the junction of Chapel-lane with Briggate.

No. 5. A street, called Westgate, on the north side thereof, by the addition of land (now partly covered with buildings) commencing at the junction of Atkinson-street with Westgate, and terminating at the south-easterly corner of a shop belonging or reputed to belong to Thomas Atkinson, and occupied by Richard Rundle, and on the south side of Westgate, by the addition of land (now partly covered with buildings) occupied by William Henry Spurr, Lydia Hall, and John Thomas Berwick, also by taking down the houses, shops, and buildings bounded on the north by Westgate, on the east by the Market-place, on the south by Kirkgate, and on the west and north-west by a street or road leading from Westgate to Kirkgate, and terminating at or near the front of the Rosse-street Baptist Chapel.

No. 6. A street, called Kirkgate, on the south side thereof, by the addition of land (now partly covered with buildings) commencing at the junction of Windsor-road with Kirkgate, and terminating at the junction of Kirkgate with the Bradford-road, and on the north side thereof by the removal of the houses, shops, and buildings lying between Kirkgate and Westgate, and hereinbefore mentioned.

No. 7. A street or road, formerly known as part of the Kirkstall, Otley, and Shipley Trust, but now called the Otley-road, by the addition of land (now partly covered with buildings) on the westerly side thereof, commencing at the junction of Commercial-street with the Otley-road, and terminating at the southerly side of a shop belonging or reputed to belong to the devisees of the late Thomas Rhodes, and lately occupied by Charles Furniss, and by the addition of other land (also partly covered with buildings) on the westerly side of the Otley-road, commencing at the southerly extremity of the property belonging to the trustees of the Wesleyan Methodist Chapel at Shipley aforesaid, called Providence Chapel, and terminating at the River Aire, near to Baildon Bridge, and by the addition of land (now also partly covered with buildings) on the easterly and south-easterly side of the Otley-road, commencing at the junction of Phoenix-street with the Otley-road, and terminating at the junction of Piccadilly with the Otley-road; also by the addition of the

site of two shops and dwelling-houses on the easterly side of the Otley-road, belonging or reputed to belong to Nicholas Walker, and occupied by Edmund Moore and John Kendall.

No. 8. A street or road, formerly known as part of the Kirkstall, Otley, and Shipley Trust, but now called the Bradford-road, by the addition of land (now partly covered with buildings) on the west side thereof, commencing at the south side of the Market-place, and terminating at the boundary wall of the pleasure grounds connected with the dwelling-house of Silas Scott, Esquire, and by the addition of land on the east side of the Bradford-road forming part of the pleasure-grounds connected with Shipley Low Hall, the property of Thomas Arton, Esquire, and other land lying on the south side of Shipley Low Hall, belonging to the Midland Railway Company.

No. 9. A street or road called Valley-road, by the addition of land (now partly covered with buildings, on the north and north-east side thereof, commencing at or near the point where the said street or road crosses the Midland Railway, and terminating at a certain dwelling-house belonging to and occupied by John Holmes, and on the south and south-west side thereof, commencing at the junction of Valley-road, with a footpath leading across the Midland Railway to Red Beck Mill, and terminating at the point in the said road where the township of Shipley adjoins the township of Heaton.

To enable the Local Board to widen and improve existing streets in the district by defining or prescribing the line of frontage or building line to be hereafter observed, and to make provisions for enforcing the observance of such line whenever new buildings are erected or old buildings are altered or rebuilt in any such street. To prevent any erection, excavation, or obstruction being made beyond such prescribed line. To make provision for affording compensation in any of the above cases where property is required to be given up to the public for the observance of such line. To provide summary procedure and jurisdiction for ascertaining the amount of compensation in such cases. To provide summary means for compelling owners of property abutting upon any street in the district not being a highway repairable by the public, and which is in a dangerous or defective condition, to repair and amend the same. To provide summary means for compelling owners of dwelling-houses to make proper sinks, drains, and other necessary appliances for carrying off refuse water from such dwelling-houses where no such conveniences exist.

To enable the Local Board to enforce the construction of proper privies and ashpits, and the repairs or alteration of existing privies and ashpits.

To authorise the Local Board to purchase by compulsion or agreement the lands, buildings, and tenements requisite for effecting the aforesaid street improvements; all which said lands, buildings, and tenements contain together 35,700 superficial square yards, or thereabouts, and are situate in the township of Shipley, in the parish of Bradford, in the West Riding of the county of York.

To enable the Local Board to purchase compulsorily, or by agreement, or to take and hold on lease, all lands, houses, and other property, and easements over or under lands, houses, and property for the purpose of the widening and improving of the roads and streets hereinbefore

mentioned, and for the erection of public buildings and offices, and the erection of houses and buildings adjoining and near the roads or streets to be so widened or improved, and other purposes of the said Bill, and to authorise the leasing and resale of lands.

To stop up, wholly or partially, to alter the line or levels, and to divert, either temporarily or permanently, and to appropriate, adopt, or use for the purposes of the Bill, all or any public and private roads, streets, highways, bridges, aqueducts, drains, sewers, and pipes, and to alter, vary, or extinguish existing rights, powers, and privileges which would impede or in any manner interfere with the objects and purposes of the said intended Act.

To vest in the Local Board the sites of all streets, courts, ways, and passages comprised within the limits of the lands to be acquired under the said Act.

A plan, showing the situation of the properties proposed to be taken under the Provisional Order, and of the proposed street improvements, will be deposited, on or before the 30th day of November instant, with the Clerk of the Local Board, at the Local Board Office, in Atkinson-street, in Shipley aforesaid, for public inspection at all reasonable hours.

Dated this 13th day of November, 1873.

Rawson, George, and Wade, Bradford, Solicitors for the Application.
Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster, Parliamentary Agents.

Provisional Order.—Board of Trade Session, 1874.
Edgware Road and Maida Vale Tramway.
(Tramway from Church Street, Edgware Road, to the Edgware Road Station of the Hampstead Junction Railway.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order pursuant to the provisions of the "Tramways' Act, 1870," to authorize and empower the person or persons to be named in that behalf in the Order, or a Company incorporated for the purpose under the Company's Act, 1862, by the name of the Edgware Road and Maida Vale Tramway Company (Limited), which person or persons or Company are in this notice referred to as the Promoters, to make and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The particular description given in this notice of any proposed tramway or tramways is to be read in connection with, and subject to, the following general description and interpretation:—

Note 1. The expression "Centre Line," used with reference to any street or road, is intended to mean an imaginary line drawn along the centre of the street or road.

Note 2. All distances given from the tramway to the centre line of any street, or to any other point, are to be taken as measured from the centre line of the particular tramway.

Note 3. (General description of centre line for proposed tramways forming a double line.)—The proposed tramways are described under the same number, but one of them is further distinguished by the letter (a), the up-line being distinguished by the number alone as Tramway No. 1, and the down-line by the number and letter as Tramway No. 1a, the up-line being in each case the right-

hand line proceeding from the commencement of the tramways. For the purpose of effecting a junction between the up and down lines, the two tramways will (unless otherwise stated) be arranged thus:—At their commencement and termination respectively, they will commence at a common point 4 feet 6 inches from, and on the left-hand side of the centre line of the street or road, thence the up-line will gradually diverge from the down-line until in the length of 1½ chains from that common point of commencement the two tramways are 9 feet from each other. At the termination of the tramway the up-line will gradually approach the down-line, until in the length of 1½ chains it forms a junction with the said down line.

Note 4. The tramways (unless otherwise stated) will be 4 feet 6 inches from the centre line of each road or street through which they may pass. The expression, "exceptional distance," means, that the tramways will be at a distance, more or less, than 4 feet 6 inches from the centre line of the street or road. When at any place the tramways are stated to be at an exceptional distance from the centre line of the street or road, the tramway will be laid for a length of 1 chain on each side of such point at a gradually increasing or diminishing distance (as the case may be) from the centre line of the street or road, so as in that length to make up the difference between the distance 4 feet 6 inches and the exceptional distance.

The general description of centre line given above (Note 3) applies in the case of Tramway No. 1 and Tramway No. 1a, except at the following points exceptional distances from the centre line of the street or road occur on each tramway, and such points are marked on the plans respectively 1, 1a, 2, 2a, 3, 3a, 4, 4a, 5, 5a, 6, 6a, 7, 7a, 8, 8a.

Exceptional Distances.

	ft. in.
1, 1a.—From opposite Crompton-street, to a point 4 chains S.E. of Crompton-street	3 0
2, 2a.—At a point 185 yards S.E. of Willesden Lane	3 3
3, 3a.—Ditto 146 yards ditto ditto	2 9
4, 4a.—Ditto 108 „ ditto ditto	2 9
5, 5a.—Ditto 80 „ ditto ditto	3 0
6, 6a.—Ditto 47 „ ditto ditto	4 0
7, 7a.—Ditto 62 „ S.E. of Palmerston-road	2 6
8, 8a.—Between the point, 2 chains from common point of termination and a point 25 yards S.E. of Palmerston road	4 0

1. A Tramway, No. 1 (up line), commencing in the Edgware-road, in the parish of Paddington, at a common point of commencement (as described in Note 3 above), near the junction of Church-street with the said Edgware-road, passing thence in a north-westerly direction along the said road; and the said intended tramway will from, through, or into the parishes of Paddington, St. Marylebone, St. John, Hampstead, and Willesden, and terminate at a common point of termination (as described in Note 2) opposite, or nearly opposite, the Edgware-road Station of the Hampstead Junction Railway, in the parish of Willesden, in the county of Middlesex.

1a.—Tramway No. 1a (down line) commencing in the Edgware-road, in the parish of Paddington, at a common point of commencement (as described in Note 3) near the junction of Church-street with the said Edgware-road, passing thence in a north-westerly direction along the said road; and the said intended tramway will pass from, through, or into the parishes of Paddington and Willesden, and

terminate at a common point of termination (as described in note 3) opposite, or nearly opposite, the Edgware-road Station of the Hampstead Junction Railway, in the parish Willesden in the county of Middlesex.

2. A Tramway, No. 2, commencing by a junction with the up-line. Tramway No. 1 at a point $3\frac{1}{2}$ chains to the south-east of the Edgware-road Station of the Hampstead Junction Railway, in the parish of St. John, Hampstead, and terminating at a point opposite, or nearly opposite, the said station, in the parish of Willesden in the county of Middlesex. It is not intended to run on the proposed tramways, or any of them, or any part thereof, carriages or trucks for use upon railways. It is not proposed to lay the proposed tramways, or any of them, or any part thereof, so that a less space than 9 feet 6 inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

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

2. To authorize the promoters to enter upon, and open the surface of, and to alter, and stop up, remove, and otherwise use, interfere with sheds, turnpike-roads, highways, or public roads, tramways, ways, footpaths, watercourses, bridges, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all, or any of the parishes and places mentioned in this Notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or substituting others in their places, or for other purposes of a provisional order.

3. For all or any of the purposes of the provisional order of their tramway undertaking, to purchase or acquire by agreement, or to take by agreement easements over lands, houses, and property, and to erect offices, buildings, and other conveniences, or any such lands.

4. To levy tolls, rates, and charges for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passengers, goods, minerals, and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges. The provisional order will further contain provisions.

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

6. To provide for, and regulate the use of by the Promoters, for the purpose of the provisional order of the paving, metalling, or road materials, extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

7. Reserving to the promoters the exclusive right of using on the proposed Tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edged rail or a grooved rail.

8. Prohibiting except by agreement with the promoters, or upon terms to be prescribed by the

provisional order, the use of proposed Tramways by persons or companies other than the promoters, with carriages with flange wheels specially, or particularly adopted to run on an edged, or on a grooved rail, and authorizing and giving effects to agreements between the promoters and any other persons or companies for the use of the said Tramways with such carriages, and conferring all necessary powers in that behalf on the promoters, and all such other persons and companies.

9. Enabling the promoters, when, by reason of the execution of any work affecting the surface or soil of any street, ward, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in parishes and places hereinbefore mentioned and maintained 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.

10. Enabling the Promoters and the Vestries and any Board Trustees or other bodies or persons having respectively the duty of directing the repairs, or the control, or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, for facilitating the passage of carriages and traffic over or along the same by means of animal or other power, and for the payment of composition in respect of the user of such streets, roads, and places, and for securing the carrying out of the undertaking to be authorized by the Provisional Order, and to confirm any agreements or agreement which have or has already been made, or may hereafter be made with reference to any of these matters.

11. The Provisional Order will incorporate with and extend, and apply to itself the Tramways Act, 1870, or wholly or partially exempt the promoters from any of the provisions of that Act, or modify or alter the same with reference to all or any of the objects of the Provisional Order, and may vary or extinguish any rights or privileges thereunto.

12. And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights or privileges. And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, and 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 for the County of Middlesex, at his office at the Session House, Clerkenwell, in the said county; and that a copy of so much of the said plans and sections as relates to each of the parishes and other places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice, as published in the "London Gazette," will, on or before the said 29th of November, be deposited for public inspection as follows, that is to say, as regards the parish of Paddington, Middlesex, with the vestry clerk of that parish, at the vestry-hall of that parish, in the Harrow-road; as regards the parish of St. Marylebone, with the vestry clerk of that parish, at the Court-house, Marylebone-lane; as regards the parish of St. John, Hampstead, with the vestry clerk of that parish, at the Vestry-hall, New End, Hampstead. As regards the parish of Willesden, with the parish clerk of that parish at his place of abode.

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 office of Messrs. T. and V. Baines, 11, Bridge-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections 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 19th day of November, 1873.

T. and V. Baines, 11, Bridge-street, Westminster, Parliamentary Agents,

In Parliament.—Session 1874.

The Southern Railway Company.

Thurles Station Extension.—Further Powers. (Construction of Deviation or Extension of Railway near Thurles Station; New Works; Power to run over portion of the Line of the Great Southern and Western Railway Company, and to use the Thurles Station of that Company; Powers to the Great Western Railway Company (of England), the Waterford and Limerick Railway Company, and the Great Southern and Western Railway Company, to enter into Traffic and Working, and other Agreements, with the Southern Railway Company, and to authorise those Companies to subscribe to the Share Capital of the Company; Increase of Capital; Creation of Preference Shares or Stock; Purchase of Land; 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 enable the Southern Railway Company (hereinafter called "the Company") to effect the objects and purposes following, or some of them (that is to say):

1. To enable the Company to make and maintain the railway hereinafter mentioned, or some parts thereof, with all necessary works, stations, and approaches (that is to say):

A deviation or extension railway, wholly in the parish of Thurles and county of Tipperary, commencing by a junction with the railway of the Company authorised by the "Southern Railway Act, 1865," now in course of construction (hereinafter called the "main line"), at or near a point on that main line in the townland of Commons, in said parish and county, distant 200 yards or thereabouts, measured in a south-westerly direction along the centre line of the said Southern Railway from the authorised junction thereof with the Great Southern and Western Railway, such point being in a field in the occupation of Denis Kelly, immediately adjoining a level crossing for the accommodation of the said Denis Kelly, and also made use of by Patrick Keogh, Thomas Maher, and John Danby, over the Great Southern and Western Railway, and terminating in the townland of Garrivecleheen, at or near a point on the south boundary fence of the public road leading from Thurles to Holycross, such point being 100 yards or thereabouts, measured in an easterly direction from the south end of the east abutment of the bridge conveying the said public road over the Great Southern and Western Railway, at or near Thurles Station.

2. The said proposed railway and works connected therewith will pass, or be made from, through, or in the several parishes, townlands, and places following (that is to say): Commons, Garriveclehees, and Stradavoher, in the parish of Thurles, and said county.

3. The Bill will empower the Company to purchase by agreement and hold or demise portion of the said townlands as described on the plans hereinafter mentioned, cross, divert, alter, or stop up, either temporarily or permanently, roads, railways, bridges, telegraphs, drains, sewers, pipes, rivers, streams, and watercourses, so far as may be necessary for the construction or maintenance of the said intended railway and works.

To deviate from the line of the said intended railway, both vertically and horizontally; to purchase lands, houses, and other property, compulsorily and by agreement, for the purposes of the said intended railways and works, and to levy tolls, rates, and charges therefor, and for and in respect of the traffic thereon; to confer exemption from and abatement of tolls, rates, and charges; to exercise other rights and privileges, and to vary and extinguish any rights and privileges which may be inconsistent with the object of the said intended Act.

4. To enable the Company to make and enter into working and traffic agreements with the Great Southern and Western Railway Company, the Great Western Railway Company, and the Waterford and Limerick Railway Company, for the use, working, and maintenance of the proposed deviation or extension railway of the Company, to be authorised by the intended Act, and to enable one or all of those Companies to subscribe to the share capital of the Company created or to be created, and to authorise the Great Western Railway Company to guarantee a minimum dividend on such portion of such share capital as the Waterford and Limerick Railway may subscribe for or guarantee, and to enable the latter Company, the Great Southern and Western Railway Company, and the Company, in consideration thereof, to enter into special traffic arrangements with the Great Western Railway Company, and with each other, as to the abatements, allowances, division of profits, or otherwise.

5. To enable the Company to increase their capital and raise such further capital as may be necessary, and to attach a preferential interest to portion of the capital which the Company are or may be authorised to create, and to enable the Company to borrow on mortgage or debentures.

6. To empower the Company and the Waterford and Limerick Railway Company to run over, use, and work the railways, stations, works, approaches, and conveniences of the Great Southern and Western Railway Company upon that portion of their line between Thurles and the proposed junction of the intended new railway with the authorised main line of the Company, including their Thurles Station, or portion thereof, upon such terms and conditions as may be prescribed in the intended Act, or as shall be approved of by Parliament.

7. To enable the Company, the Great Western Railway Company, the Waterford and Limerick Railway Company, and the Great Southern and Western Railway Company, or either of them, from time to time to enter into agreements with respect to the conduct and interchange of the traffic on the railways of said Companies respectively, and of the payments to be made, abatements to be allowed, and the conditions to be performed in respect of such traffic coming from or destined for the railways of the Company and of the contracting Companies, and the division and

apportionment of the revenue arising from such traffic, or for the payment of any fixed or contingent rent or other consideration. To enable the Great Southern and Western, the Great Western, and Waterford and Limerick Railway Companies, or either of them, to appoint one or more directors of the Company, and to authorise the appointment of a joint committee or joint committees of management for carrying into effect any agreement or agreements which may be entered into touching any of the matters aforesaid.

8. To require the said Great Western Railway Company, the Waterford and Limerick Railway Company, the Great Southern and Western Railway Company, and the Company, and the persons using or working the railways of those Companies respectively, to receive, book through, take over, forward, accommodate, and deliver, on and from their respective railways, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the railways of either of such Companies, upon such terms and conditions, and at such rates, as may be prescribed in and by the intended Act, or approved of by Parliament, and, if need be, to alter the tolls and charges which those Companies respectively are authorised to take and receive, and to confer exemptions from such tolls and charges.

9. The intended Act will incorporate all or some, or portion of the following Acts (that is to say):—

“The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;”

“The Railways Clauses Consolidation Act, 1845;”

“The Railways Acts (Ireland), 1851, 1860, and 1864;”

“The Railways Clauses Act, 1863;”

“The Companies Clauses Consolidation Act, 1845;” and

“The Companies Clauses Acts, 1863, and 1869;” and

“The Improvement of Land Act, 1864;”

and any other Acts varying or amending the same.

10. The intended Act will alter, vary, amend, enlarge, or repeal all or some of the powers and provisions of the Acts relating to the respective undertakings of the Companies above mentioned, and any other Acts that may in any way interfere with the powers sought by the said Bill, and, inter alia, the following Acts, viz. :—

Relating to the Southern Railway Company :—

“The Southern Railway Act, 1865;” “The Southern Railway (Deviation and Branches) Act, 1866;” “The Southern Railway (Additional Powers) Act, 1871;” “The Southern Railway (New Works and Branches) Act, 1873.”

Relating to the Great Western Railway :—5 and 6 Wm. 4th, cap. 107. and all other Acts relating to the same Company.

Relating to the Waterford and Limerick Railway Company :—The 8th and 9th Vic. cap. 131, and all other Acts relating to the same Company.

Relating to the Great Southern and Western Railway Company :—The 7th and 8th Vic., cap. 100, and all other Acts relating to the same Company.

11. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the intended Act, together with a book of reference to such plans, containing the names of the respective or reputed owners, lessees, and occupiers of such lands, houses,

and other property; and also an Ordnance map, with the lines of the intended railways delineated thereon, so as to show their general course and direction: and a copy of this notice will, on or before the 29th November, 1873, be deposited for public inspection with the Clerk of the Peace for the county of Tipperary, at his office in the Court-house, Clonmel: and on or before the same day a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes in or through which the said intended railways and works respectively will be made, or in which any lands, houses, and other property are intended to be taken; and a copy of this notice will be deposited with the Clerk of the Poor Law Union within which such parishes are respectively situate (that is to say: with the Clerk of the Thurles Union Workhouse, at his office in the Thurles Union Workhouse, Thurles, in the county of Tipperary.

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

Dated this 10th day of November, 1873.

B. Kernaghan, Solicitor to the Company,
Dublin, and 70, Bishopsgate-street
Within, London.

In Parliament.—Session 1874.

Boston and Frieston Tramway and Pier Company,
Limited.

(Tramway from Boston to Frieston Shore; Pier into Deep Water; and Reclamation of Lands on Foreshore.)

NOTICE is hereby given, that application is to be made to Parliament in the ensuing session for leave to bring in a Bill for the object hereafter mentioned.

To authorise and empower the Boston and Frieston Company to make and maintain the street and road tramways described in the notice, with all necessary and proper works and conveniences, as connected therewith respectively.

The particular description given in this notice of the proposed tramway or tramways is to be read in connection with and subject to the following general description and interpretation.

Note 1.—It will commence at a common point 4 feet 6 inches from the centre line of the street or road along which the tramway is intended to be laid.

It is proposed to pass along West-street, Bridge-street, High-street, and Bridge Foot, then over the Iron Bridge, through the Market Place, Strait Bargate, the left side of Wide Bargate, and passing over Maude Foster's Drain by means of Bargate Bridge, along the Spilsby-road, through the Toll Bar commonly called the Halfpenny Bar, along the Frieston-road, over Hobhole Drain Bridge, continuing through the village of Frieston, then over the sea wall, and then prolonging the tramway on an embankment or pier, across the sands to the deep water, known by the appellation of Clayhole, with permission to erect a pier and sea wall as may be required: also to make a branch from the foot bridge near the Assembly Rooms, passing through the Market Place, and along South End and South Place to the warehouses on the quay, South-square, and South End; also a branch from Bridge Foot along the High-street to a point near to the Great Northern Railway Goods Station.

The tramway and works proposed to be authorised by the Bill will be made or pass from, in, through, or into the parishes and places following, or some of them, (that is to say): Boston,

Skirbeck, Fishtoft, and Frieston, in the county of Lincoln.

And it is proposed by the Bill to authorise the Company to enter upon, and open the surface of, and alter, and stop up, remove, and otherwise interfere with the streets, turnpike roads, highways, public roads, sewers, pavements, water pipes, gas pipes, within all or any of the parishes mentioned in this notice, removing, renewing, or altering the proposed tramway, or substituting another in its place, or for other purposes of the Bill.

To enable the Company for all or any of the purposes of the undertaking, to purchase or acquire by compulsion, or to take easements, over land and houses, and to erect offices, buildings, and other conveniences on such lands.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramway, by carriages or waggons passing along the same, and for conveyance of passengers, or other traffic on the same, and confer exemptions from the payment of such tolls, rates, or charges.

To provide for the maintenance and repair of the whole or portion of the respective streets, roads, and places along which the proposed tramway, rails, or plates may be laid, and to exempt the Company from the payment of any highway or other rates, or assessment upon or along which the proposed tramway may be laid.

To provide for and regulate the user by the Company, for the purposes of the Bill, any pavement, metalling, or road material, extracted or removed by them during the construction of the proposed works, and the ownership and disposal of any surface paving, metalling, or materials.

To reserve to the Company exclusive rights of using, on the proposed tramway, carriages or waggons 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 other persons or corporations,

To make provisions for regulating the passage of traffic, whether of the Company or not, along, over, or across such tramway, and for preventing obstructions to all or any such traffic; and to enable the Company, and the respective authorities, or either of them, or any, or some one, or Her Majesty's Principal Secretaries of State, or the Boston Local Government Board, or some other public body or authority, to make bye-laws, rules, regulations, &c., 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 the provisions of the Bill.

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

And notice is hereby given, that duplicate plans of the proposed tramway and pier works, a book of reference, and a copy of this notice, will be deposited, on or before the 30th day of November, for public inspection, with Clerk of the Peace for the county of Lincoln, at his office, at the Sessions House, Boston, and that a copy of so much of the maps, plans, sections, and book of reference as relates to each of the parishes and extra-parochial places from, in, to, through, or into which the said tramway and pier works will be made or pass, will be deposited on or before the 30th of November, for public inspection, in the case of each such parish within the county of Lincoln, with the parish clerk thereof at his residence.

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

For the Boston and Frieston Tramway and Reclamation Company (Limited.)

Sutton and Ommarney, 80, Coleman-street, Solicitors.

Sudlow and Gorst, 43, Parliament-street, Westminster.

James Lamond, 11, Little Queen-street, Westminster.

Parliamentary Agents.

In Parliament.—Session 1874.

Glasgow, Bothwell, Hamilton, and Coatbridge Railway.

Incorporation of Company; Construction of Railways to Uddingston, Bothwell, and Hamilton, in the County of Lanark; Compulsory Purchase of Lands and Houses; Shutting up of Rosehall Railway; Shutting up of Road; Running Powers over Railways in the Counties of Lanark, Dunbarton, Renfrew, Ayr, Linlithgow, and Edinburgh; Traffic Agreements and Facilities; Provisions as to Transmission of Traffic, &c.; Tolls and Charges and Alteration of Tolls and Charges; Amendment of Acts; and other purposes.

NOTICE is hereby given that application is intended to be made to Parliament in the next session for leave to bring in a Bill to incorporate a Company (hereinafter called "The Company") for making and maintaining the railways hereinafter described, or some or one of them, with all necessary and convenient stations, sidings, approaches, viaducts, bridges, roads, communications, and other works and conveniences connected therewith (hereinafter called "the intended railways"), that is to say:—

1. A railway (hereinafter called "Railway No. 1") commencing by a junction with the North British Railway Company's Glasgow and Coatbridge Railway at a point thereon 123 yards or thereabouts eastward from the booking office of the Shettlestone Station of that railway, and terminating at a point 200 yards or thereabouts southward from the south-eastern corner of the villa at Bothwell called Elmwood, in the occupation of William Shaw, Esq.; which intended Railway No. 1 will be situate in, or will pass from, in, through, or into the parishes of Shettlestone, Barony, Old Monkland and Bothwell, or some of them.

2. A railway (hereinafter called "Railway No. 2") commencing by a junction with Railway No. 1 at a point thereon 380 yards or thereabouts northward from the north-west corner of the Free Church at Kirkfield of Bothwell, and terminating by a junction with the Palace Craig Branch of the North British Railway at a point thereon 80 yards or thereabouts westward from the centre of the bridge in course of construction for carrying the parish road leading from old Monkland Church to and beyond Calder over the said Palace Craig Branch Railway; which intended Railway No. 2 will be situate in, or will pass from, in, through, or into the parishes of Bothwell and Old Monkland, or one of them.

3. A railway (hereinafter called "Railway No. 3") commencing by a junction with Railway No. 2 at a point thereon 87 yards or thereabouts northward from the pit called Quarry Pit, near Bogside, on the estate of Garturk, occupied by William Dixon (Limited), and terminating by a junction with the railway belonging to Messrs.

Robert Addie and Sons, leading from the Rosehall Railway to Rosehall No. 10 Pit, at a point thereon, on the estate of Rosehall, 90 yards or thereabouts westward from Rosehall No. 5 Pit; which intended Railway No. 3 will be situate wholly in the parish of Old Monkland.

4. A railway (hereinafter called "Railway No. 4") commencing on the estate of Rosehall by a junction with Railway No. 2 at a point thereon 410 yards or thereabouts southward from the south-east corner of the Farm Steading of East Shawhead, in the occupation of Alexander Shanks, and terminating on the said estate of Rosehall, at a point 47 yards or thereabouts south-westward from Rosehall No. 11 Pit; which intended Railway No. 4 will be situate wholly in the parish of Old Monkland.

5. A railway (hereinafter called "Railway No. 5") commencing by a junction with Railway No. 2 at a point thereon on the estate of Rosehall, 63 yards or thereabouts south-westward from the centre of the bridge carrying the public road from Bellshill to Whifflet over the North Calder Water, and terminating by a junction with the Rosehall Railway at a point thereon on the estate of Rosehall, 178 yards or thereabouts northward from Rosehall No. 13 Pit; which intended Railway No. 5 will be situate wholly in the parish of Bothwell.

6. A railway (hereinafter called "Railway No. 6") commencing by a junction with Railway No. 1 at the point hereinbefore described as the termination of that railway, and terminating in the town or burgh of Hamilton, 140 yards or thereabouts north-eastward from the north-east corner of Auchingrammont United Presbyterian Church; which intended Railway No. 6 will be situate in, or will pass from, in, through, or into the parishes of Bothwell, Blantyre, and Hamilton, or some of them.

7. A railway (hereinafter called "Railway No. 7") commencing by a junction with Railway No. 6 at a point thereon near the junction of the Strathaven branch with the Hamilton branch of the Caledonian Railway, 30 yards or thereabouts southward from the south face of the culvert by which the said Strathaven branch is carried over the Park Burn, and terminating at a point 60 yards or thereabouts southward from the south-west corner of the Farm Steading of Birdsfield, in the occupation of Archibald Craig; which intended Railway No. 7 will be situate in, or will pass from, in, through, or into the parishes of Blantyre and Hamilton, or one of them.

And all which intended railways will be situate in the county of Lanark.

And it is intended by the said Bill to take and confer the powers and to provide for the purposes hereinafter mentioned, or some of them:—

To deviate laterally from the lines of the intended railways to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned, and to repeal or alter certain of the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," relating to the limits of lateral and vertical deviation, and to alterations of roads and substitution of roads in lieu of altered roads.

To empower the Company to shut up and to compel the abandonment and disuse of the Rosehall Railway, in the parishes of Old Monkland and Bothwell and county of Lanark, or part thereof, on such terms as may be agreed upon between the Company and the owners thereof and other parties interested in the same, or as

may be settled by arbitration or provided in the said Bill.

To shut up the whole or part of the road in the parish of Bothwell, in the county of Lanark, situate between the property of the Earl and Countess of Home and William Shaw on the west side, and the property of Robert Addie and Sons on the east side, and which leads from the turnpike road between Glasgow and Bothwell and Hamilton, to the road between Bothwell Village and Blantyre Suspension Bridge, without substituting another road therefor, and to appropriate the site of the said road or part thereof to the purposes of the Company.

To cross, alter, stop up, and divert, temporarily or permanently, all such roads, highways, footways, streams, canals, railways, tramways, sidings, passages, sewers, drains, telegraphic apparatus, mains, pipes, and other works as it may be necessary or expedient to cross, alter, stop up, or divert for the purposes of making, maintaining, or using the intended railways, or any of them, or any of the works connected therewith.

To purchase compulsorily or by agreement, or to lease, feu, or otherwise acquire lands, houses, and other property for the purposes of the intended railways in all or some of the several parishes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands, houses, and other property which would interfere with or prevent the carrying into execution any of the purposes of the said Bill.

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

To levy tolls, rates, duties, and charges on and in respect of the use of the intended railways, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, and to confer exemptions from payment of such tolls, rates, duties, and charges.

To authorise the Company, and all Companies and persons lawfully working or using the intended railways or any part thereof, to run over, work, and use with their own or other engines and carriages, and for the purposes of traffic of every description, the said Glasgow and Coatbridge Railway, the Sighthill Branch Railway, the Glasgow, Dunbarton, and Helensburgh Railway, the Stobcross Railway, the City of Glasgow Union Railway, the Greenock and Ayrshire Railway, the Glasgow and Kilmarnock Joint Line, the Joint Line of Railway from Glasgow to Paisley, and the several railways and branches by whatever name known belonging to, or leased, or held, or worked by the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South Western Railway Company, respectively situate in the counties of Lanark, Dunbarton, Renfrew, Ayr, Linlithgow, and Edinburgh, or some of them, and also all sidings, stations, approaches, works, and conveniences upon and connected with the said several railways and branches and portions of railways, upon payment of such tolls, rates, charges, or remuneration, and upon such terms and conditions as may be agreed upon, or as may be prescribed or provided by the said Bill.

To authorise the Company, and the North British Railway Company, the Caledonian Railway Company, the Glasgow and South Western Railway Company, the City of Glasgow Union

Railway Company, the Glasgow and Kilmarnock Joint Line Committee, the Greenock and Ayrshire Railway Company, and the Committee of Management of the Joint Line of Railway from Glasgow to Paisley (hereinafter called "the other Companies"), or any of them, either solely or jointly, to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the intended railways, and of the railways, stations, buildings, and works of the other Companies, or any part thereof respectively, and with respect to the supply of rolling stock for conveyance of the traffic on, and the interchange of traffic passing over the intended railways and the railways of the other Companies, or any of them, and the fixing, collecting, and apportionment of the tolls and profits arising therefrom.

To require and compel the other Companies, or any one or more of them, and their or any of their respective lessees and assigns, upon such terms as shall be agreed upon or be settled by arbitration, or be provided by the said Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their respective railways or undertakings, or the railways or undertakings of which they or any one or more of them respectively is, are, or may be lessees, or which may be under the management or control of any one or more of them, and at the stations, warehouses, and booking offices thereof respectively, and to afford all necessary facilities for traffic of whatsoever description coming from or destined for the intended railways, or any one or more of them, or any part thereof, and to alter and vary the tolls, rates, and charges which the other Companies, or any one or more of them, may be authorised to take and receive upon their respective railways or undertakings, or upon the railways or undertakings of which they or any one or more of them respectively is, are, or may be lessees, or which may be under the management or control of any one or more of them, and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

To enable the Company and the other Companies, or any of them, to enter into agreements for or with respect to the use reciprocally by the Company and the other Companies, or any of them, of their respective lines of railways, stations, buildings, and other accommodations connected therewith, and for the fixing, apportionment, and division of the tolls, revenues, and profits derived from their respective lines of railway, and for the working and maintenance by the other Companies, or one or more of them, of the intended railways, or any part thereof, all on such terms and conditions as may be agreed upon, or fixed by arbitration, or provided in the said Bill.

To enable the other Companies, or any of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements as aforesaid.

To authorise the Company and any Companies or Corporations or Commissioners, or road, statute labour, bridge, or harbour trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for making, maintaining, working, or using the intended railways, and for the construction and maintenance of any sewers, drains, or other works which may be interfered with or rendered necessary in carrying into effect the objects and purposes of the said Bill.

And it is proposed to repeal, alter, or amend certain of the provisions of all or some of the following Acts (that is to say): (1) "The North

British, Edinburgh, Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held in lease by or vested in the North British Railway Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; and the 1st, 3rd and 4th, 5th and 6th, the 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th and 16th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, the 35th and 36th, and the 36th and 37th years of the reign of Her present Majesty; and all other Acts relating to the North British Railway Company. (2) "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, amalgamated with, or held in lease by, or vested in that Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 13th and 14th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, and the 36th and 37th years of the reign of Her present Majesty, and all other Acts relating to the Caledonian Railway Company. (3) "The City of Glasgow Union Railway Act, 1864," "The City of Glasgow Union Railway Act, 1865," "The City of Glasgow Union Railway Act, 1867," "The City of Glasgow Union Railway Act, 1869," "The City of Glasgow Union Railway Act, 1871," "The City of Glasgow Union Railway Act, 1872," "and "The City of Glasgow Union Railway Act, 1873." (4) "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company and their Undertaking, passed in the Sessions of Parliament held respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th, the 26th and 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, the 35th and 36th, and the 36th and 37th years of the reign of Her present Majesty. (5) "The Greenock and Ayrshire Railway Act, 1865," "The Greenock and Ayrshire Railway Amendment Act, 1868," and "The Glasgow and South-Western and Greenock and Ayrshire Railway Companies Amalgamation Act, 1872;" and also the provisions of any other Act or Acts relating to or affecting the several Companies or Corporations before mentioned or any

of them, or any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the said Bill.

To vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the said Bill, or any of them, and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Plans and sections describing the lines, situations, and levels of the intended railways, and the lands, houses, and other property which will or may be taken for the purposes thereof, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a published map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the *Edinburgh Gazette*, will be deposited for public inspection in the offices at Glasgow, Hamilton, and Airdrie, of the principal Sheriff-Clerk of the county of Lanark; and a copy of so much of the said plans, sections, and book of reference as relates to each of the above-mentioned parishes, with a copy of this notice, will be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the Session-Clerk of each of such parishes, at the residence of such schoolmaster or Session-Clerk, and also with the registrar appointed for any such parish, under the provisions of the Act of the 17th and 18th years of the reign of Her present Majesty, chapter 80, at his residence, should the schoolmaster of such parish in office at the date of the passing of "The Education (Scotland) Act, 1872," have ceased to be teacher of a public school in such parish; and all such deposits will be made on or before the 29th day of November, 1873.

Printed copies of the said 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 12th day of November, 1873.

H. and R. Lamond, 64, West Regent-street, Glasgow, Solicitors for the Bill.

Loch and Maclean, 8, Great George-street, Westminster, Parliamentary Agents.

Great Eastern and South Eastern Junction Railway.

(Railway from Fenchurch-street Station to Cannon-street Station; Arrangements with the Great Eastern and South 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:—

1. To incorporate a Company (herein called "the Company"), and to authorise the Company to make and maintain the railway hereinafter mentioned, or some part or parts thereof respectively, with all proper works, stations, approaches, and conveniences connected therewith respectively, which railway and works will be in the city of London, that is to say:—

A railway commencing in the city of London, in the parish of St. Olave, by a junction with the Great Eastern Railway at or near the Fenchurch-street Station of that railway, at the termination of the railway of that station, and terminating in the parish of All Hallows-the-Great, by a junction

with the South Eastern Railway, at or near the Cannon-street Station of that railway, at or near a point on that railway $1\frac{1}{2}$ chains or thereabouts measured along the eastern boundary wall of that station in a southwardly direction from the south-east corner of Upper Thames-street at the point where that railway crosses the said street, and which said railway will pass from, through, or into the several parishes, townships, extra parochial, or other places following, or some of them, that is to say:—St. Olave, St. Katherine Coleman, All Hallows Staining, St. Dunstan-in-the-East, St. Gabriel, St. Margaret Pattens, St. Mary-at-Hill, St. Andrew Hubbard, St. George Botolph, St. Margaret, St. Leonard, Eastcheap; St. Michael, Crooked-lane; St. Martin Orgars, St. Lawrence Pountney, St. Mary Abchurch, St. Swithin, London Stone, St. Mary Bothaw, and All Hallows-the-Great.

2. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway 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 railway and works, and to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

3. To authorise the Great Eastern Railway Company and South Eastern Railway Company, or either of them, 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 advantages over their respective existing and authorised capital, 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, and to enable the Great Eastern Railway Company and South Eastern Railway Company, or either of them, to accept, and the Company to grant, a lease of the said intended railway and works or any parts thereof, in consideration of a rent or other payments to be made to or of other advantages to be conferred on the Company.

4. To enable the Company and the Great Eastern Railway Company and South Eastern Railway Company, or either of them, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railway and works, or any part 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.

5. 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, so much of the South Eastern Railway as lies between Cannon-street and Charing-cross Stations, together with the said station and the watering-places, booking offices, warehouses, landing-places, sidings, works, and conveniences connected therewith.

6. To authorise the Corporation of London and the Metropolitan Board of Works, or either of them, out of any funds which Parliament may place at their disposal, or otherwise, 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 Corporation of London and the Metropolitan Board of Works, or either of them, for all or any of the purposes of the Bill to raise further moneys by rates and on mortgages or bond or otherwise.

7. The Bill will amend and enlarge the powers and provisions of 25 and 26 Vic., cap. 233, and all other Acts relating to the Great Eastern Railway Company, and 6 William IV., cap. 75, and all other Acts relating to the South Eastern Railway Company.

8. Duplicate plans and sections describing the situation, lines, and levels of the intended railway 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 the general course and direction thereof, and a copy of this notice, as published in the London Gazette, 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 in the Old Bailey, and 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 intended to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence; and in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 15th day of November, 1873.

W. T. Manning, 20, Great George-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1874.

Notting-hill and Shepherd's Bush Tramways.

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next for a

Provisional Order authorising the construction and maintenance of the tramways hereinafter described, or one of such tramways, with all necessary and convenient turnouts, passing places, stations, works, and conveniences, viz. :—

Tramway No. 1.

Situate in the parish of St. Mary Abbott's, Kensington, in the county of Middlesex, commencing in the Notting-hill-road by forming a junction with the authorised line of the Southall, Ealing, and Shepherd's Bush Tram Railway Company, at a point opposite, or nearly opposite, the Norland and Notting-hill-roads, and thence proceeding along the said Notting-hill-road in an easterly direction, and terminating at a point opposite, or nearly opposite, the junction of Campden-hill with the said Notting-hill-road.

It is proposed to lay the said tramway as a double line of rails along the centre of the said road through which it will pass.

Tramway No. 2.

Situate in the parish of St. Mary Abbott's, Kensington, in the county of Middlesex, commencing by forming a junction with the proposed Tramway No. 1 at a point opposite, or nearly opposite, the junction of Campden-hill and the Notting-hill-road, thence proceeding along the said Notting-hill-road in an easterly direction, and the High-street, Notting-hill, and terminating at a point in the said High-street, Notting-hill, situate 1 chain 30 links measured from the north-east corner of the Notting-hill-gate Station of the Metropolitan Railway.

It is proposed to lay the said tramway as a single line of rail along the said road and street through which it will pass, except where turnouts or passing places may be required to be constructed for the satisfactory working of the tramway, where a double line will be laid, subject to such restrictions as regards the position of such turnouts and passing places as the local authority or road authority may in each case approve, or as may be prescribed by the intended Provisional Order. To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers and goods traffic upon the same, and to confer exemptions from the payment of tolls, rates, and charges, and to confer, vary, or extinguish other rights, or privileges, and so exercise the other powers granted by the Tramway Act, 1870, and to those who are therein called Promoters, and the Order will incorporate with itself the said Act. On or before the 30th inst. proper plans and sections of the proposed tramways and works, and a copy of this notice, as published in the London Gazette, will be deposited at the office of the Board of Trade, with the Metropolitan Board of Works, at their office in Spring-gardens, and for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, Sessions House, Clerkenwell, in the said county, and with the vestry and parish clerks of the parish of St. Mary Abbott's, Kensington, at their place of residence.

All persons desirous of making any representations to the Board of Trade, or of laying before them any objections respecting this application, they do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next ensuing.

And notice is hereby further given, that on and after the 23rd of December next printed copies of the draft Provisional Order will be fur-

nished to all persons applying for the same, at the price of 1s. each, by the Promoters, at their office, High-street, Acton.

Dated this 20th day of November, 1873.

George Billington, Engineer.

Lofthouse and District Gas Supply.

(Application to the Board of Trade for a Provisional Order for powers to construct and maintain Gas Works in Skinningrove, in the North Riding of the county of York, and to Supply the parishes or townships of Lofthouse, Easington, Liverton, Brotton, Skinningrove, and Kilton, all in the North Riding of the county of York, with Gas, and to acquire lands by agreement.

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by a Company to be incorporated for the purpose under the Companies Act, 1862, under the name of the Lofthouse and District Gas Company, or other appropriate name (hereinafter called "the Undertakers") for a Provisional Order under the Gas and Waterworks Facilities Act, 1870, to effect or authorise the Undertakers to effect the following, or some of the following, among other purposes, viz. :—

1. To purchase, take on lease, or otherwise acquire by agreement, the lands following (hereinafter called "the Gas lands"), or some part thereof, and all houses and buildings thereon, viz. :—A field called the Angling Green, belonging or reputed to belong to Anthony Lax Maynard, Esq., and occupied by Messrs. J. W. Pease and Co., situate in the township of Skinningrove, in the parish of Brotton, in the North Riding of the county of York, and bounded on the north by other land belonging to the said Anthony Lax Maynard; on the south and east by a certain stream or beck, called the Skinningrove Beck; and on the west by a branch line of the North-Eastern Railway Company.

2. On the Gas lands to construct, maintain, and continue, and from time to time alter and enlarge retorts, gasholders, receivers, purifiers, meters, apparatus, and works for the manufacture and storing of gas and of coke, and other residual products obtained in the manufacture of gas and matters producible therefrom, and on the Gas lands to make and store gas, and to manufacture coke, coal, tar, pitch, asphaltum, ammoniacal liquor, oil, and all other residual products obtained in the manufacture of gas and matters producible therefrom, and to sell and dispose of the same at the works and elsewhere.

3. To purchase, take, on lease, or otherwise acquire by agreement, for the purposes of the undertaking, other lands and hereditaments in the parishes or townships named in this notice, or any easements or rights in or over the same.

4. To supply gas for public and private purposes within the parishes or townships of Lofthouse, Easington, Liverton, Brotton, Skinningrove, and Kilton, all in the North Riding of the county of York, or some of them, or some parts thereof.

5. To lay down pipes and other works and apparatus in, under, across, or along, and to divert, break up, alter, or stop up, either temporarily or permanently, streets, roads, highways, bridges, railways, tramways, sewers, drains, rivers, water-courses, paths, passages, and places within the townships and parishes aforesaid.

6. To levy rates, rents, and charges for the supply of gas within the limits of supply, and to

define and regulate a supply of gas, and to prevent the waste, illegal use, abstraction, or misuse and wrongful use of the gas, and to adopt proper and needful regulations in reference thereto, and to inflict penalties upon, or otherwise punish, persons guilty of any such wrongful act.

7. To take, hold, and use licenses or authorities under letters patent for the use of inventions relative to the manufacture, conversion, utilization, and distribution of gas and residual products and materials.

8. To incorporate with the Provisional Order the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, or some parts thereof.

9. On or before the 29th day of November, 1873, a map of the Gas lands and a plan of the proposed works thereon with a copy of this notice, will be deposited, for public inspection, with the Clerk of the Peace of the North Riding of the county of York, at his office at North-allerton, in the said riding, and will also be deposited at the Office of the Board of Trade, Whitehall Gardens, London.

10. On and after the 23rd day of December next, printed copies of the Draft Provisional Order may be obtained at the price of one shilling each, at the office of Messrs. J. Dorington and Co., 29, Great George-street, Westminster, London, by all persons applying for the same.

11. All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at Whitehall-gardens, London, on or before the fifteenth day of January now next ensuing, and such persons must at the same time send copies of their objections to the Undertakers, at the office of their Solicitor, William C. Trevor, at Guisborough.

12. Printed copies of the Provisional Order, when settled and made by the Board of Trade, will be deposited for public inspection at the office of the said Clerk of the Peace, and will also be deposited at the Board of Trade's Office aforesaid, and printed copies thereof, when so settled and made, may be obtained at the price of one shilling each, by all persons applying for them at the aforesaid office of Messrs. J. Dorington and Co.

Dated this 17th day of November, 1873.

William C. Trevor, Solicitor, Guisborough.

Sittingbourne and Sheerness Railway Company.
(Distribution and Apportionment of Surplus Revenue; Alteration of Distribution of Surplus under London, Chatham, and Dover Railway (Various Powers) Act, 1865; Realisation and Distribution of Property and Funds of Company; Appointment of Committee; Winding-up and Dissolution of Company; and other purposes.)

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

To enable and to require the Sittingbourne and Sheerness Railway Company, or the directors or other representatives of that Company, or any Committee of Shareholders appointed for the purpose, after paying and discharging all claims and demands of landowners, mortgagees, and others, and the holders of preference shares in the said Company,

as provided by the London, Chatham, and Dover Railway (Various Powers) Act, 1866, to pay to and distribute amongst the holders of original shares in the said Company all surplus and other revenue, funds, and moneys of every description now in their hands or under their control, or which may come to their hands or become under their control, and also all sums of money, rents, interests, or revenue to be derived by or from any lands or other property belonging to the Company, or of which they may become possessed or entitled to or interested in, by, or under "The Sittingbourne and Sheerness Railway Act, 1856;" "The Sittingbourne and Sheerness Railway Act, 1857;" "The Sittingbourne and Sheerness Railway (Increase of Capital) Act, 1859;" "The Sittingbourne and Sheerness Railway (Increase of Capital) Act, 1861;" and "The London, Chatham, and Dover Railway (Various Powers) Act, 1866;" or any or either of those Acts, or otherwise, and to provide for the distribution of such funds or moneys according to a scale to be prescribed by the said Bill.

To provide for the appointment of a Committee from the body of Directors, or from the body of the original shareholders in the said Company or otherwise, for carrying the objects and purposes of the Bill into effect, and to provide for the sale and disposal of all lands and interests in lands or other property, and the realisation of any securities, or otherwise to convert the whole estate and interest of and in the Company into money, and to provide for the distribution thereof amongst the original Shareholders in the Company, and for the winding up and dissolution of the Company.

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

To alter, amend, extend, and enlarge, and, if necessary, to repeal the powers and provisions of the following Local and Personal Acts, that is to say—

The Act 19 and 20 Vict., cap. 75, 20 and 21 Vict., cap. 151, 22 and 23 Vict., cap. 90, 24 and 25 Vict., cap. 127, relating to the Sittingbourne and Sheerness Railway Company, and the London, Chatham, and Dover Railway (Various Powers) Act, 1866, or so much of such Acts as may be necessary for effecting the objects and purposes of the said Bill.

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 21st day of November, 1873.

John Copland, Solicitor, Sheerness.

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

Nottingham Tramways Company Limited.

Power to the Nottingham Tramways Company Limited, to construct new Street Tramways in the Town of Nottingham.

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order authorising the construction and maintenance of the several street tramways, hereinafter described, to be worked by animal power only, of some or one of such street tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences.

Tramway Number 1, 5 furlongs and 1.85 chains in length, will commence on the north side of Saint Peter's-square at the junction of Peter-gate with Saint Peter's-square, in the parish of Saint Peter, in the town of Nottingham, and will pass through Saint Peter's-square, along

Albert-street, Lister-gate, Carrington-street, and Station-street, in the parishes of Saint Peter, Saint Nicholas, and Saint Mary, in the town of Nottingham, and will terminate at or near the east end of Station-street, in the parish of Saint Mary aforesaid :

Tramway Number 1 will be laid as double line in Saint Peter's Church-square, a single line in Albert-street and Lister-gate, as far as the Royal Hotel there, and a double line in the remaining part of Lister-gate and Carrington-street; and as a single line from the junction of Carrington-street with Station-street to its terminus.

Tramway Number 2, 5 furlongs and 8 chains in length, will be situate wholly in the parish of Saint Mary, and will commence by a junction with Tramway Number 1, in Carrington-street, at or near to a point opposite to the south-west corner of the Victoria Hotel, and will pass from thence along Arkwright-street, to opposite the front entrance of Union Inn, situate in the London-road :

Tramway Number 2 will be laid as a single line throughout.

Where in the description of any of the proposed tramways any distance is given, with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other, and a point described as being opposite to a street is to be taken, unless otherwise stated, as opposite to the centre of the street.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish other rights or privileges.

And notice is hereby given, that duplicate plans, and sections of the proposed street tramways and works, a book of reference to such plans, and a copy of this advertisement as published in the London Gazette will be deposited, on or before the 30th day of November instant, for public inspection with the Clerk of the Peace for the town of Nottingham, at his office, in Fletcher-gate, Nottingham; with the Clerk of the Peace for the county of Nottingham, at his office, at Newark-upon-Trent, in the county of Nottingham; at the Office of the Board of Trade, Whitehall, London; the Private Bill Office of the House of Commons; the Clerk of the Parliaments at the House of Lords; and that a copy of so much of the said plans and sections and book of reference as relates to each of the parishes in or through which the proposed tramways will be made or pass; and also a copy of this advertisement will, on or before the said 30th day of November instant, be deposited for public inspection as follows, that is to say:—For the several parishes of Saint Mary, Saint Peter, and Saint Nicholas, in the said town of Nottingham, with the respective parish clerks, at their respective places of abode, and with the local authorities of those parishes, that is to say, with the Clerk to the Corporation of Nottingham, at his office in Nottingham.

Printed copies of the Draft Provisional Order may on and after the 23rd day of December, 1873, be obtained at the office of Messrs. Wells and Hind, Fletcher-gate, Nottingham, on payment of one shilling each.

And notice is hereby further given, that printed copies of the said Provisional Order when settled and made by the Board of Trade will be deposited

for public inspection with the Clerk of the Peace for the town of Nottingham, at his office in Fletcher-gate, Nottingham; with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent aforesaid; and at the Office of the Board of Trade, Whitehall, London; copies of the said Order will also be deposited at the office of Messrs. Wells and Hind, Fletcher-gate, Nottingham, and will there be supplied to all persons applying for them at the price of one shilling each.

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

Dated this 14th day of November, 1873.

Wells and Hind, Fletcher-gate, Nottingham, Solicitors for the Promoters.

In Parliament.—Session 1874.

The Provident Clerks Mutual Life Assurance Association.

(Incorporation of Company or Association; Alteration of Constitution of Association; Statutory Declaration of Domicile; Extension of Powers; Provision for Delegation of Powers; Adoption of Improvement of Land Act of 1864.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Provident Clerks Mutual Life Assurance Association (in this notice called the Association), for leave to bring in a Bill for all or some of the following, among other purposes (that is to say):

To incorporate the Association as a public office for life insurance, granting life annuities and other matters under the name of "The Provident Clerks Mutual Life Assurance Association," with power to sue and be sued, and to take and defend any proceedings in any Court or Courts, and to purchase hold, take on lease, sell, or demise land and other property, whether heritable or moveable, real or personal, and either in the name of the Association or of any one or more trustees, members, directors, or officers thereof, and to vest in the Association all property, heritable or moveable, real or personal, now belonging thereto.

To make provision for relieving from their trusteeship all or some of the present trustees of the Association, and for the investment of the moneys of the Association, and to enable the Association to adopt "The Improvement of Land Act, 1864."

To determine and declare the domicile of the Association.

To make provision for the transaction of the business of the Association in all or any parts of the world, the holding of ordinary and special meetings, the regulation of the voting at such meetings respectively, the appointment, qualification, powers, acts, indemnity and remuneration of directors, the appointment, remuneration, and removal of auditors, and other officers of the Association, the appointment of local boards (composed of any number of persons, who need not be members of the Association) with local jurisdiction, and the delegation of powers and authorities to such local boards.

To alter, amend, and enlarge, the constitution, powers, laws, bye-laws, rules, and regulations of the Association, and so far as necessary to confirm the same, and to make new laws, bye-laws, rules, and regulations in respect of the Association, and its capital, funds, officers, business, and affairs, to vary and extinguish all existing rights and privi-

leges which would interfere with or prevent the execution of the powers of the intended Act, and to confer such other powers, rights, and privileges, as may be necessary or expedient for carrying the same into effect.

Copies of the said Bill will be deposited in the private bill Office of the House of Commons, on or before the 20th day of December, 1873.

Dated this 22nd day of November, 1873.

Wansey and Bowen, 50, Moorgate-street, London, Solicitors for the Bill.

Wyatt, Haskins, and Hocker, 28, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1874.

General Steam Navigation Company.

(Extension of Borrowing Powers; Additional Capital; Incorporation of Companies Clauses Acts and other powers; Amendment of Acts).

NOTICE is hereby given, that the General Steam Navigation 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 amend, extend, and repeal some of the powers and provisions of the Acts relating to the Company, namely:—1 and 2 William IV, cap. 53; 4 and 5 William IV, cap. 82; and 3 Victoria, cap. 23, or of some or one of those Acts.

To extend the borrowing powers of the Company, and to authorise them to raise additional capital by the creation and issue of new ordinary and preference shares or stock, upon such terms and conditions as the Bill may define or Parliament may prescribe.

To define, alter, and regulate the capital and borrowing powers of the Company.

To apply to the Company all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," or of some or one of those Acts.

The Bill will or may annul any Deed of Settlement or Articles of Association under which the Company may have been constituted or be acting, and will vary and extinguish all rights, powers, and privileges which will interfere with any of its objects, and will confer other rights and privileges.

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

Dated this 14th day of November, 1873.

Maresco Pearce, Abchurch Chambers, Abchurch Yard, London, Solicitor for the Bill.

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

In Parliament.—Session 1874.

Metropolis Gas.

(Amendment or Repeal of the Metropolis Gas Act, 1860, and of the city of London Gas Acts, and Acts relating to existing Gas Companies; Compulsory Purchase of existing Gas Works supplying the Metropolis; Power to the Metropolitan Board of Works, and to the Corporation of the city of London to raise money for that purpose; to levy Rates, &c.)

APPLICATION is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for an Act to make

further provision for regulating the supply of gas to the metropolis, and to amend or repeal all or some of the several Acts relating to the manufacture and supply of gas now in existence relating to the metropolis, and to vest the powers now executed by the several metropolitan Gas Companies, in the Corporation of the City of London, and the Metropolitan Board of Works, and to enable those bodies to purchase the gasworks and undertakings of such respective Gaslight and Coke Companies, by compulsion or otherwise, in the manner to be provided by the Bill.

To make provision for the sale of gas to the consumers and public bodies, for lighting street lamps at a uniform price and quality.

To enable the Corporation of the City of London and the Metropolitan Board of Works to raise on behalf of the ratepayers, money for such purchase on the credit of the rates and gas rents of their respective districts.

To enable the said Corporation and Metropolitan Board of Works to levy and collect rates for such purchase throughout the metropolitan area, or some portion thereof now under their respective jurisdictions.

The Bill will contain all the requisite powers to confer upon the said Corporation and the said Board all the rights and privileges now vested in the said existing Gas Companies, or some of them, and will extinguish and vary all rights and privileges that would in any way interfere with carrying the intended Act into execution.

Printed copies of the said 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.

River Tyne Improvement Act (1850)
Amendment.

(Alteration of Number of the Tyne Improvement Commissioners and Mode of Election; Amendment of Acts relating to the Commissioners.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing Session for leave to bring in a Bill to alter, amend, extend, and enlarge, and partially repeal the provisions of "The River Tyne Improvement Act, 1850," and the several Acts of Parliament relating to the River Tyne passed prior to the passing of that Act, and also the several Acts of Parliament relating to the River Tyne passed subsequently to the passing of that Act, and amending, extending, or enlarging the same Act, and it is proposed as one main object of the Bill to repeal the 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 22nd, and 23rd Sections of the River Tyne Improvement Act, 1850, and to substitute other provisions in lieu thereof, and which substituted provisions will, amongst other things, empower all or any of the Local Boards of Health, whose district fronts or abuts upon any navigable part of the River Tyne, to appoint as Commissioners to act under the last-mentioned Act members of that local board or others locally interested in their district in addition to or in substitution for Commissioners appointed, or to be appointed, by virtue of the last-mentioned Act, and the Bill will provide (if deemed expedient) that such local boards of health, and also chambers of commerce interested in the trade of the River Tyne, and owners, lessees, or occupiers of collieries, or coal mines, shipping upon or using the River Tyne, and manufacturers, merchants, ship owners, ship builders, shippers, or exporters, or importers of

goods, owners of property or ratepayers, or other persons interested in the trade of the Tyne, or using the same, and the North-Eastern Railway Company shall also have power to appoint Commissioners to act in execution of the last-mentioned Act in addition to or in substitution for Commissioners to be appointed by virtue of the last-mentioned Act, and so far as may be necessary the Bill will provide for the retirement of all or some of the Commissioners appointed under or by virtue of the last-mentioned Act, and for the future election, rotation, and re-election of members to be appointed by virtue of the provisions of that Act and of the Bill, and will alter the mode of election of Commissioners and their qualification, and will confer, vary, and extinguish rights and privileges.

And the Bill will provide for the better regulation of the property and affairs of the Tyne Improvement Commissioners, and for the appointment of an auditor or auditors for the examination of the accounts, and for the regular and due publication thereof, and for the transfer of their real and personal estate, rights, powers, and privileges, to the Board of Commissioners, as proposed to be constituted by the Bill.

The Bill will alter, amend, repeal, or enlarge some of the powers and provisions of the following Acts: The Tyne Improvement Acts 1850, 1852, 1857, 1859, 1861, 1865, 1866, 1867, 1870, and 1872.

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

Dated this 12th day of November, 1873.

Daglish and Stewart, Solicitors, Newcastle-on-Tyne and Jarrow-on-Tyne.
John Newall, Parliamentary Agent,
36, Great George-street, Westminster.

Ruthin Water Company.

(Power to raise additional Capital)

Pursuant to the provisions of "The Gas and Waterworks Facilities Act, 1870," and "The Gas and Waterworks Facilities Act, 1870, Amendment Act, 1873.

NOTICE is hereby given, that application is intended to be made by the Ruthin Water Company to the Board of Trade for a Provisional Order under the said Acts, or one of them, to enable the said Company to raise additional capital not exceeding £3,500 for the purpose of their undertaking by the creation and issue of additional shares or stocks for the purpose of paying money (if any) owing by the Company and for constructing and completing the works already authorised by the said Company's Act "The Ruthin Water Act, 1868" and for other the general purposes of the said Company's water undertaking and to raise further sums of money by borrowing on mortgage or bond or by both or either of these modes.

And notice is hereby given that 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 Denbigh at his office in Ruthin in the said county and also with the Board of Trade at the office of the Railway Department Whitehall in the county of Middlesex and that on or before the 23rd day of December 1873 printed copies of the draft Provisional Order when made may be obtained at the office of the said Company Well-street in Ruthin aforesaid and at the office of Mr. John Jones Henblasstreet Wrexham in the same county by any person applying for them at the price of 1s. each.

All persons desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the application aforesaid may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 15th day of January next ensuing and such persons must at the same time send copies of their objections to the said Company or to Mr. John Jones of Wrexham their solicitor.

Dated this 12th day of November 1873.

John Jones, Wrexham, Solicitor to the Company.

In Parliament—Session 1874.

Railway Passengers' Luggage Insurance and Express Delivery Company Limited.

(Insurance of Passengers' Luggage, Merchandise, &c., from Loss or Injury—Approval of Board of Trade to conditions of Insurance—Vesting in Company of rights of Insured—Agreements with Railway and other Companies—Exemptions from, and Compounding of, Stamp and other Duties.)

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

To confer on the Railway Passengers' Luggage Insurance and Express Delivery Company, Limited (in this notice referred to as "the Company"), the powers, or some of the powers, and to enable the Company to carry into effect the objects, or some of the objects, hereinafter mentioned.

To enter into contracts with respect to the insurances against loss, damage, or injury to or depreciation in the value of passengers' luggage, goods, merchandise, and other articles and things, on any journey or transit by land or sea, or partly by land and partly by sea, from or to any place whether in or out of the United Kingdom, to or from any other place whether in or out of the United Kingdom, and to receive, demand, and recover premiums and other payments for such insurance.

To provide for the approval by the Board of Trade of all conditions and stipulations which the the Company may make, and which may be intended, by notice or otherwise, to be incorporated with, or form part of, any contract of insurance, and for the making by the Board of Trade of such further and other rules and regulations with regard to the publication of any such conditions and stipulations as may be thought expedient, or may be defined by the Bill.

To transfer to and vest in the Company all rights of suit, and all other rights, remedies, and powers with respect to the articles and things insured after payment by the Company of the sum insured to the owner or insurer in satisfaction of his claims in respect of any insurance effected with the Company; and to issue tickets or other instruments constituting or evidencing contracts of insurance, in such form and manner, and subject to such conditions and regulations as the Company think proper, or as may be prescribed by the Bill.

To enable the Company to enter into contracts and agreements with any railway, canal, steamboat, or other Company or Companies in the United Kingdom, or with any station masters, booking clerks, officers, or servants of any such Company or Companies with reference to the granting of facilities for insurance business, and for the issue of insurance tickets, and for marking the tickets of any such Company or Companies as insurance tickets, or issuing separate insurance tickets, and

collecting and receiving premiums for the Company, and generally in relation to the conduct of the business of the Company.

To exempt all contracts, tickets, and other documents to be issued by the Company, or any agents of the Company, from payment of any stamp or other duties, and in lieu thereof to provide for the payment by the Company of a composition or per centage rate of duty in respect of all or any sums or sum of money received by them.

To confer, vary, or extinguish other rights and privileges.

Printed copies of the 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 21st day of November, 1873.

Keighley and Gething, 7, Ironmonger-lane, Solicitors for the Bill.

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

In Parliament—Session 1874.

East and West Junction Railway Company. (Powers to raise further Monies by Debenture Stock or Debentures, with priority over all Debenture Stocks and Shares other than First Debenture Stock, under Scheme of Arrangement; Application of Monies; 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 enable the East and West Junction Railway Company (hereinafter called "the Company") to raise by debenture stock or debentures (perpetual, or redeemable, or both) further money, to be applied wholly or in part in or towards the purchase of rolling stock, the payment and discharge of debts and obligations of the Company, the recoupment to revenue of any sums paid or to be paid out of revenue, but fairly chargeable against capital, or for other special purposes, as may be provided by the Bill, and for the general improvement and development of the undertaking of the Company.

2. To make such debenture stock and debentures, and the principal monies and interest thereby secured, a charge upon the undertaking, property, and assets of the Company in preference and priority to all debenture stocks or preferential and other stocks and shares of the Company, other than the first debenture stock issued or to be issued by the Company under the scheme of arrangement between the Company and their creditors enrolled in the High Court of Chancery the 13th day of July, 1869.

3. To confer, vary, or extinguish other rights and privileges.

4. The Bill will, so far as may be necessary, amend or repeal the provisions, or some of the provisions, of the following local and personal Acts relating to the Company, that is to say: 27 and 28 Vict., cap. 76; 29 and 30 Vict., caps. 142 and 239, and 34 and 35 Vict., cap. 81; and the scheme of arrangement above-mentioned.

5. Printed copies of the intended Bill will be deposited at 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.

Ashurst, Morris, and Co., 6, Old Jewry, London, Solicitors for the Bill.

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

Brough, Elloughton, and Welton Gas Company (Limited).

(Application to Board of Trade for Provisional Order for Powers to maintain existing Gas Works and to enlarge same; Limits of District; Power to break up Roads; to levy Rates; Incorporation of Acts; and for other purposes.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before 22nd December next, by the Brough, Elloughton, and Welton Gas Light and Coke Company (Limited) (hereinafter called the Company) for a Provisional Order, under "The Gas and Water Works Facilities Act, 1870," for all or some of the purposes following (that is to say):

1. To authorise the Company to maintain and continue, and, if need be, to enlarge, for the manufacture of gas and of the residual products arising therefrom, their existing Gas Works, situate at Brough, in the parish of Elloughton and county of York, on lands now held by them, bounded on the north-west by lands belonging to Mr. Benjamin Brown, on the south by the lands belonging to the North-Eastern Railway Company, on the east by the Brough turnpike or Havenside-road.

2. To fix and regulate the capital of the Company, and to authorise the Company to raise further money by preferential and ordinary shares or stock and by borrowing.

3. To authorise the Company to manufacture and supply gas, and to manufacture coke and residual products, and sell the same at their works and elsewhere, and to supply gas in and within the townships and parishes of Brough, Elloughton, Welton, North and South Cave, Ellerker, Brantingham, and Ferriby (herein called the Company's District), in the county of York.

4. To authorise the Company, within the Company's District, or in or through any parishes which may intervene between any two or more parishes mentioned in the Company's District, from time to time for the purpose of laying down, repairing, and maintaining any mains, pipes, and other works, to break up and interfere with any streets, roads, highways, lanes, bridges, rivers, railways, and other public and private passages and places, and also with any sewers, drains, and pipes in, over, or under the same, so as to enable the Company to carry on the business usually carried on by Gas Companies.

5. To authorise the Company to make and carry into effect contracts and agreements with all corporations, local boards, public bodies, commissioners, companies, parochial and other legal authorities, and all persons whomsoever for laying pipes within lands under their jurisdiction, and for the supply of gas upon such terms and conditions as they shall respectively think fit, and for any other purpose incidental or necessary to their undertaking.

6. To authorise the Company to manufacture, purchase, or hire gas meters and gas apparatus, and to sell or let the same, and to levy rates, rents, and charges therefor, and for gas supplied by them, to alter existing rates or rents, to confer, vary, or extinguish exemptions from the payment of rates and rents, to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the intended Order.

7. To authorise the Company to acquire and hold patent rights and licences in relation to the manufacture and distribution of gas and the utilisation of the residual products obtainable therefrom.

8. To incorporate with the intended Order such of the powers and provisions of the following Public Acts as may be necessary for that purpose: the Lands Clauses Consolidation Act, 1845; the

Companies Clauses Consolidation Act, 1845; the Gas Works Clauses Act, 1847; and the Gas Works Clauses Act, 1871.

On or before the 29th day of November, 1873, a copy of this advertisement as published in the London Gazette, and a map showing the lands now occupied by the Company's works for the manufacture and storage of gas and residual products arising in the manufacture of gas, will be deposited for public inspection in the office at Beverley of the Clerk of the Peace for the County of York, and also at the office of the Board of Trade, Whitehall, London.

Printed copies of the Draft Provisional Order can, on and after the 22nd day of December next, and copies of the Provisional Order when made and settled by the Board of Trade, be obtained upon application at the office of the undersigned, at the price of one shilling per copy.

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, and a copy of their objections must at the same time be sent to the said Company.

Dated this 11th day of November, 1873.

Arthur Iveson, Jun., Solicitor to the Company, 12, Parliament-street, Hull.
Fredk. Gale, 43, Parliament-street, Westminster, Parliamentary Agent.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Saturn Silver Mining Company of Utah Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Court of Chancery, was, on the 26th day of November, 1873, presented to the Lord Chancellor by George Watkins, of No. 70, Lombard-street, in the city of London, a contributory of the said Company, and that the said petition is directed to be heard before the Vice-Chancellor Sir James Bacon, Knt., on the 6th 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 Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Sheppard and Riley, of 38, Moorgate-street, London, Solicitors for the Petitioner.

In Chancery.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Monte Albo Mining Company Limited.

BY an Order made by his Honour the Vice-Chancellor Hall in the above matter, dated the 14th day of November, 1873, on the petition of William Cuthbert, of Beaufrent, Castle Hexham, in the county of Northumberland, Esquire, a creditor and contributory of the above-named Company, it was ordered that the voluntary winding up of the said Monte Albo Mining Company Limited should be continued, but subject to the supervision of the Court, and any of the proceedings under the said voluntary winding up might be adopted as the Judge should think fit; and the creditors, contributories, and liquidators of the

said Company, and all other persons interested, were to be at liberty to apply to the Judge at Chambers, as there might be occasion. And it was ordered that the petitioner and the said Company should be allowed their costs of and relating to the said Petition out of the assets of the said Company, such costs to be taxed by the Taxing Master.

Anthony Pulbrook, 28, Threadneedle-street, London, Solicitor for the said Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Ickles Rolling Mills Company Limited.

THE creditors of the above-named Company 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, and the names and addresses of their Solicitors (if any) to Mr. George Edward Gee, of Fig Tree-chambers, Sheffield, in the county of York, the Solicitor for Mr. John Uuwin Wing, of Prideaux-chambers, Change-alley, Sheffield aforesaid, the Liquidator of the said Company; and if so required by notice in writing from the said Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.—Dated this 25th day of November, 1873.

Geo. Edwd. Gee, Fig Tree-chambers, Sheffield, Solicitor for the said Liquidator.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

In the Matter of the Companies Acts, 1862 and 1867, and of the Saint Breward Consols Copper Mining Company Limited.

BY an Order made by his Honour the Vice-Warden of the Stannaries in the above matter, dated this day, on the petition of Thomas Dunn, of Tavistock, within the Stannaries of Devon, Mine Agent, a creditor and contributory of the said Company, it was ordered that the Saint Breward Consols Copper Mining Company Limited, should be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867.—Dated Truro, this 24th day of November, 1873.

Edward Chilcott, of Tavistock, Solicitor of the Petitioner.

J. G. Chilcott, of Truro, Agent of the said Solicitor.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Bold-street Household Stores Limited; and in the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter of the Court of Chancery of Lancaster Act, 1854.

BY an Order made by the Vice-Chancellor of the Duchy and county Palatine of Lancaster, in the above matter, dated the 18th day of November, 1873, on the petition of George Dominy, of Ormskirk, in the county of Lancaster, Gentleman, it was ordered that the said Company, called the Bold-street Household Stores Limited, be

wound up by this Court under the provisions of the Companies Acts, 1862 and 1867; and it was ordered that the costs of the petitioner and respondents (other than the said Company) of this application be costs in the winding up.

John Parsons Harris, 7, Union-court, Liverpool, Solicitor for the said Petitioner.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Bold-street Household Stores Limited; and in the Matter of the Companies Act, 1862 and 1867; and in the Matter of the Court of Chancery, Lancaster, Act, 1850; and in the Matter of the Court of Chancery Lancaster Act, 1854.

NOTICE is hereby given, that the Vice-Chancellor has fixed the 9th day of December, 1873, at four o'clock in the afternoon, at the office of the District Registrar, Municipal-buildings, Dale-street, Liverpool, in the county of Lancaster, as the time and place for the appointment of an Official Liquidator of the above-named Company.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Court of Chancery of Lancaster Act, 1850, and the Court of Chancery, Lancaster, Act, 1854; and in the Matter of the Franco-Canadian Steam Ship Company, Limited.

THE creditors of the above-named Company 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, and the names and addresses of their Solicitors (if any), to Luke Bishop, of 11, St. George's-chambers, Lord-street, Liverpool, in the county of Lancaster, the Liquidator of the said Company; and if so required by notice in writing from the said Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the office of the Registrar for the Liverpool District of the said Court of Chancery of the County Palatine of Lancaster, situate in the Municipal-buildings, Dale-street, in Liverpool aforesaid, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Wednesday, the 12th day of December, 1873, at twelve o'clock at noon, at the said office of the said District Registrar, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 19th day of November, 1873.

Rummage Sale.

To Importers, Proprietors, and Consignees of Goods in the custody of Messrs. Joseph Barber and Co., at their Legal Quays, known as Brewer's, Chester's, and Galley Quays, Lower Thames-street, in the city of London, and in Warehouses occupied therewith.

PURSUANT to the Acts of Parliament, 9 and 10 Victoria, cap. 300, and 10 and 11 Victoria, cap. 200 (Local and Personal), notice is hereby given, that on the 17th day of December, 1873, it is the intention of Messrs. Joseph Barber and Co., to sell, under the authority of the above-mentioned Acts of Parliament, certain Wines, Spirits, and other goods, Wares, and Merchandise, whether on warrants or

otherwise, now in their custody, for the purpose of raising and paying the money due in respect of such Goods, Wares, and Merchandise, for duties, freight, wharfage, rent, and charges, together with the expenses of valuation and sale, unless such money be paid before the day of sale.

○ Catalogues may be had of Mr. F. H. Godsell, of No. 71, Great Tower-street, Sworn Broker, and further particulars of Messrs. Joseph Barber and Co., at Brewer's Quay.

Joseph Barber and Co.

Liverpool Borough Bank.

Notice of Meeting.

I HARMOOD WALCOT BANNER, of Liverpool, in the county of Lancaster, Accountant, one of the Liquidators appointed to wind up voluntarily the affairs and distribute the assets of the Liverpool Borough Bank, a Banking Company duly registered in England under the provisions of the Joint Stock Banking Companies' Act, 1857, do hereby call a General Meeting of the Proprietors and Contributories of the said Banking Company, and do hereby give notice, that the same will be held on Tuesday, the 16th day of December, 1873, at twelve o'clock at noon, at the registered office of the said Banking Company, situate at No. 24, North John-street, Liverpool aforesaid, for the purpose of considering an account made up by the Liquidator of the said Company, showing the state of affairs of the said Company, and the progress which has been made in winding up the same, down to the expiration of the sixteenth year after the passing of the resolution for winding up the affairs of the said Company, and a report stating the reason why the winding up has not been completed.—Dated this 26th day of November, 1873.

Harmood W. Banner.

NOTICE is hereby given that at an Extraordinary General Meeting of the Wheel Friendship Company Limited, held at the Company's Offices, No. 6, Queen-street-place, in the city of London, the 25th day of November, 1873, the following Extraordinary Resolution was passed unanimously:—

“That it has been proved to the satisfaction of the Wheel Friendship Company Limited, that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that the same be and is hereby wound up voluntarily.”

W. R. A. Boyle, Chairman.

NOTICE is hereby given, that a General Meeting of the General Trading Company Limited, will be held at the Offices of Anthony Pulbrook, 28, Threadneedle-street, in the city of London, on Tuesday, the 30th day of December next, at three o'clock in the afternoon, for the purpose of having an account laid before it by the Liquidators, showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and hearing any explanations that may be given by the Liquidators.—Dated the 25th day of November, 1873.

W. T. Ogden, } Liquidators.
John James, }

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the London Mercantile Discount Company Limited.

NOTICE is hereby given, that pursuant to the above Statutes, a General Meeting of the London Mercantile Discount Company Limited will be held at the offices of Messrs. G.

Whiffin and Co., No. 8, Old Jewry, in the city of London, on Friday, the 2nd day of January, 1874, at three o'clock in the afternoon precisely, for the purpose of having an account of the Liquidators acting in the voluntary winding up of the said Company laid before the Company, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, of hearing any explanation that may be given by the Liquidators, and also to pass an Extraordinary Resolution directing the disposal of the books, accounts, and documents of the Company.—Dated this 25th day of November, 1873.

Richd. Stone, } Liquidators.
George Whiffin, }

4, New Broad-street, London, E.C.

November 25, 1873.

NOTICE is hereby given, that a General Meeting of Members of the Brixham Hematite Iron Mining Company Limited, will be held at No. 4, New Broad-street, in the city of London, on Monday, the 29th day of December next, at half-past twelve o'clock precisely, to receive the Account of the undersigned Liquidator, showing the manner in which the winding up of the Company has been conducted, and to give and receive any explanations thereon.

Robert Smith, Liquidator.

The Companies Act, 1862.

(24 and 25 Vict., cap. 89.)

The Settle Mining Company Limited.

NOTICE is hereby given, that a General Meeting of the Members of the Settle Mining Company Limited will be held at the Mechanics' Hall, in Settle, on the 29th day of December, 1873, at seven o'clock in the evening, for the purpose of having an account laid before them by the Liquidator, showing the manner in which the winding up of the Company has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator.—Dated this 25th day of November, 1873.

John Cowburn, Liquidator.

NOTICE is hereby given, that a General Meeting of Harper Twelvetees Limited will be held at the offices of Anthony Pulbrook, 28, Threadneedle-street, in the city of London, on Tuesday, the 30th day of December next, at half-past three o'clock in the afternoon, for the purpose of having an account laid before it by the Liquidators showing the manner in which the winding up has been conducted, and the property of the Company disposed of, and hearing any explanation that may be given by the Liquidators.—Dated this 27th day of November, 1873.

J. J. Andrew, Liquidator.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Seale and William Maddocks, carrying on business as Bookbinders, at Leicester, in the county of Leicester, under the style or firm of Seale and Maddocks, was dissolved on the 15th day of November instant, by mutual consent.—Dated the 24th day of November, 1873.

Henry Seale.
William Maddocks,

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Walton and James Bailey, of Halifax, in the county of York, carrying on business as Pig Merchants, was this day dissolved by mutual consent.—As witness our hands this 24th day of November, 1873.

William Walton,
James Bailey,

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Isaac Mannington and Augustus Mannington, as Farmers, at Ewhurst, in the county of Sussex, was this day dissolved by mutual consent.—Dated the 11th day of October, 1873.

*Isaac Mannington.
Augustus Mannington.*

NOTICE is hereby given, that the Partnership heretofore existing between William Goulding Thomlinson and Robert Thompson, trading at No. 34, Soho-street, Liverpool, in the county of Lancaster, as Wholesale and Retail Grocers and Provision Dealers, under the firm of W. G. Thomlinson and Co., has been dissolved by mutual consent, as from the 1st day of November instant. All debts owing to and from the firm will be received and discharged by the said William Goulding Thomlinson, who will continue to carry on the business under the same name.—Dated this 24th day of November, 1873.

*W. G. Thomlinson.
Robert Thompson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Penny and Richard Hogton Jackson, at Leyland, in the county of Lancaster, as Gold Thread and Cotton Head Yarn Manufacturers, under the style or firm of Penny and Jackson, has this day been dissolved by mutual consent. The debts owing to and by the late firm are to be received and paid by the undersigned, Richard Hogton Jackson.—Dated this 29th day of October, 1873.

*William Penny.
Richard Hogton Jackson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Emma Penwarden, Elizabeth Penwarden, and Elizabeth Davey Penwarden, lately carrying on business at Tavistock, in the county of Devon, as Hosiery, Haberdashers, and Berlin and Fancy Wool Dealers, under the style or firm of E. and E. Penwarden, has been this day dissolved by mutual consent, so far as regards the said Emma Penwarden, who now retires from the said firm. All debts due to or owing by the said firm will be received and paid by the said Eliza Penwarden and Elizabeth Davey Penwarden, who will in future carry on the said business on their own account.—Witness our hands this 21st day of November, 1873.

*Emma Penwarden.
Eliza Penwarden.
Elizabeth D. Penwarden.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Ferneyhough, George Barker, and Henry Hill, carrying on business as China Manufacturers, at the Dresden Works, in Longton, in the county of Stafford, under the style or firm of John Ferneyhough and Company, has been this day dissolved by mutual consent. All debts due to or from the said firm will be received and paid by the said John Ferneyhough, by whom alone the said business will in future be carried on.—Dated this 6th day of November, 1873.

*John Ferneyhough.
George Barker.
Henry Hill.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, formerly carrying on business at No. 81, Lupus-street, Pimlico, and now at No. 118, New Bond-street, both in the county of Middlesex, as Photographers, under the style of Truckle and Brisco, has this day been dissolved by mutual consent.—As witness our hands this 14th day of November, 1873.

*Edwin Brisco.
George Truckle.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Hanson and Henry Wilson, carrying on business as Paper Tube Manufacturers, at Bingley, in the county of York, under the style of William Hanson and Company, was this day dissolved by mutual consent.—As witness our hands this 21st day of November, 1873.

*William Hanson.
Henry Wilson.*

NOTICE is hereby given, that the Partnership hitherto subsisting between the undersigned, George Hinds and William Thomas Jennings, at the Factory, Blucher-street, Walworth, Surrey, as Skirt Manufacturers, has been this day dissolved by mutual consent. The said George Hinds will receive and pay all debts owing to or by the partnership.—Dated the 25th day of November, 1873.

*George Hinds.
W. T. Jennings.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Sherriff and William McGowan, carrying on business at Nos. 3 and 4, Great Winchester-street-buildings, Broad-street, in the city of London, as East India and Iron and Metal Merchants and Contractors, under the style or firm of Sherriff, McGowan, and Co., was this day dissolved by mutual consent.—Dated this 26th day of November, 1873.

*J. Sherriff.
William McGowan.*

NOTICE is hereby given, that the Partnership which has for some time past been subsisting between us the undersigned, William Gilhome and James Bookless Gilhome, trading under the style or firm of W. and J. Gilhome, as Linen and Woollen Drapers, Tailors and General Furnishers, at No. 179, High-street West, in the borough of Sunderland, in the county of Durham, was this day dissolved by mutual consent. All debts due to or payable from the said firm or partnership will be received and paid by the said William Gilhome, who will in future carry on the said business alone, in his own name and on his own account.—Dated this 21st day of November, 1873.

*William Gilhome.
James Bookless Gilhome.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Magnus Kjoer and James Henry Brennan, as Provision Brokers, at West Kent Wharf, Montague Close, in the county of Surrey, under the style or firm of Kjoer and Brennan, has been this day dissolved by mutual consent.—Dated this 1st day of August, 1873.

*Magnus Kjoer.
James Henry Brennan.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Baird and Patrick Cahill, carrying on business under the style of P. Cahill, at 116, Chancery-lane, in the county of Middlesex, as Bill Discounters and General Loan and Financial Agents, has, as from the 22nd day of November instant, been dissolved by mutual consent. All debts due to and owing by the said late partnership will be received and paid by the said Patrick Cahill.—Witness our hands this 25th day of November, 1873.

*James Baird.
Patrick Cahill.*

NOTICE is hereby given, that the Copartnership heretofore subsisting between William Moore and William Charles Withall, of Kidderminster, in the county of Worcester, trading under the style or firm of Moore and Withall, Tanners, Curriers, and Patent Leather Manufacturers, was this day dissolved by mutual consent. And notice is hereby further given, that the said business will in future be carried on by the said William Charles Withall alone on his own account, and he will also pay and receive all debts due and owing from and to the said firm of Moore and Withall.—Dated this 20th day of November, 1873.

*William Moore.
Wm. Chas. Withall.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Edwin Dean, William Backhouse Bigland, and Richard William Dean, all of Liverpool, in the county of Lancaster, trading in copartnership together, as Cotton Brokers, under the style or firm of Dean, Bigland, and Co., both this day been dissolved by mutual consent so far as regards the said Richard William Dean, who retires therefrom. The business will in future be carried on by the said John Edwin Dean and William Backhouse Bigland under the same style as heretofore.—Dated this 26th day of November, 1873.

*J. E. Dean.
Wm. Backhouse Bigland.
R. W. Dean.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business as Linen Drapers and Tailors, at Cirencester, in the county of Gloucester, and Linen Drapers, at Chippenham, in the county of Wilts, under the style or firm of R. K. Habgood and Sons, is this day dissolved by mutual consent. All debts due to or owing by the said firm in respect of their said businesses at Cirencester, will be received and paid by the undersigned, Robert Habgood, by whom such last-mentioned businesses will henceforth be carried on, under the style or firm of R. K. Habgood and Son. All debts due to or owing by the said firm in respect of the said business at Chippenham, will be received and paid by the undersigned, Edwin Habgood, by whom the said business will henceforth be carried on.—Dated this 27th day of October, 1873.

*Robert Habgood.
Edwin Habgood.*

NOTICE is hereby given, that the Partnership between the undersigned William Abercrombie and John Hunter Davidson, lately carrying on the business of Stuff Merchants, at Bradford, in the county of York, under the style of Abercrombie, Davidson, and Co., was on the 17th day of November instant, dissolved by mutual consent. And from that day the business has been, and will henceforth be carried on by the said John Hunter Davidson, and George Wilson Abercrombie, and James Oates Helliwell, who will pay and receive all debts owing from and to the said partnership.—Witness our hands this 26th day of November, 1873.

William Abercrombie.
John Hunter Davidson.
George Wilson Abercrombie.
James Oates Helliwell.

NOTICE is hereby given, that the Partnership between the undersigned, John Joseph Harwood and Richard Ivey, in the trade or business of Ship Chandlers and Sail-makers, carried on at the north side of the Queen's Duck, in the borough of Kingston-upon-Hull, under the firm of Harwood and Ivey, was dissolved, by mutual consent, on the 23rd day of October last.—Witness our hands this 21st day of November, 1873.

John Joseph Harwood.
Richard Ivey.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Mason and Thomas Mills, at Leamington Priors, in the county of Warwick, as Builders and Contractors, under the firm of Mason and Mills, was, on the 20th day of November instant, dissolved by mutual consent; and that all debts due and owing to or by the late firm will be received and paid by the said Thomas Mason, who will in future carry on the said business at Leamington Priors aforesaid, on his own sole account.—Dated this 21st day of November, 1873.

Thomas Mason.
Thomas Mills.

THE Partnership between the undersigned, James Archibald Maughan and Charles Richards, in the business of Chemical Brokers, Merchants, and General Commission Agents, carried on at Newcastle-upon-Tyne, under the style of Maughan and Richards, is dissolved, as from the 22nd day of November, 1873.

James Archibald Maughan.
Charles Richards.

NOTICE is hereby given, that the Partnership heretofore existing between us the undersigned, Hunter Finlay and Walter John Kilner, carrying on business at No. 10, Belmont-terrace North, Kensington, in the county of Middlesex, as Physicians and Surgeons, has been this day dissolved by mutual consent; and the business will in future be carried on by the said Walter John Kilner on his own account.—Dated this 17th day of May, 1873.

Hunter Finlay.
Walter John Kilner.

[Extract from the Victoria Government Gazette of Friday, September 5, 1873.]

DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Goodman Levy, Nathanael Levy, Lewis Levy, and Walter Joseph, carrying on business as Merchants and Wholesale Dealers in Fancy Goods, and Consignees of Merchandise, at Great Bourke-street, Melbourne, in the Colony of Victoria, under the style or firm of Levy Brothers and Co., was this day dissolved by mutual consent.—Dated this 24th day of June, 1873.

Goodman Levy.
Nathanael Levy.
Lewis Levy.
Walter Joseph.

Signed by the said Goodman Levy, Nathanael Levy, and Lewis Levy, in the presence of SAUL SOLOMON, Solicitor, 22, Finsbury-place, London.

Signed by the said Walter Joseph, in the presence of ALFRED PURCELL.

JAMES WALLIS, 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 upon or effecting the estate of James Wallis, late of the borough of Kingston-upon-Hull, Raff Merchant, deceased (who died on the 17th day of October, 1862, and whose

will was proved on the York District Registry of the Court of Probate, on the 28th day of February, 1863, by Caroline Wallis, the widow and relict of the said deceased, William Wallis of Kingston-upon-Hull aforesaid, Lawyer, and John Fisher, of the same place, Merchant, the executors therein named), are hereby required to send the particulars of their claims to us the undersigned, the Solicitors of the said executors, or either of us, on or before the 15th day of January 1874, after which day the said executors will proceed to distribute the assets of the said deceased, according to the provisions of the said will, having regard to the claims only of which they shall then have had notice; and that the said executors will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice. And all persons indebted to the said estate are hereby required to pay their debts forthwith to us or one of the said executors.—Dated this 25th day of November, 1873.

STAMP, JACKSON, and BIRKS, Quay-street
Chambers, Hull;
EDWARD S. WILSON, Whitefriargate, Hull,
Solicitors of the said Executors.

GEORGE TAYLOR, 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 the creditors and all other persons having any claims or demands against or upon, or in respect of the estate of George Taylor, late of Huddersfield, in the county of York, Iron Merchant (who died on the 31st day of January, 1873, and whose will and two codicils were proved in the principal Registry of Her Majesty's Court of Probate, on the 26th day of September, 1873, by Benjamin Schofield, of Huddersfield aforesaid, Merchant, Charles Leedham, of Armby, near Leeds, in the said county, Salesman, and Mary Catherine Taylor, of New North-road, Huddersfield aforesaid, widow, the executors named in the said will), are hereby required to send in full particulars of their debts, claims, or demands upon the estate of the said George Taylor, deceased, to the said executors, at the offices of Messrs. Learoyd and Learoyd, Buxton-road, Huddersfield aforesaid, Solicitors, on or before the 27th day of January next, after which day the said executors will proceed to administer the estate and distribute the assets of the said George Taylor, deceased, for the benefit of and amongst the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have had notice; and the said executors will not be liable for the assets so distributed, or otherwise dealt with, or for any part thereof, to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 21st day of November, 1873.

LEAROYD and LEAROYD, Buxton-road,
Huddersfield, Solicitors to the said Executors.

FRANCIS SMITH, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of Francis Smith, late of Ashborne-green, in the county of Derby, Farmer and Cattle Dealer, deceased (who died on or about the 13th day of July, 1872, and whose will was proved in the District Registry at Derby, on the 2nd day of September, 1872, by William Tomlinson, of Bradley, in the said county of Derby, Farmer, and Samuel Hall, of Cross-roads, near Belper, in the said county of Derby, Farmer, the executors named in the said will), are hereby required to send to me the undersigned, as Solicitor for the said executors, particulars in writing of their respective debts, claims, or demands, on or before the 13th day of January, 1874. And notice is hereby further given that after the said 13th day of January next the said executors will proceed to distribute the assets of the said Francis Smith amongst the parties entitled thereto, having regard only to the debts, claims or demands of which the said executors shall 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 debt, claim, or demand they shall not have had notice.—Dated this 24th day of November, 1873.

WM. RICHARD HOLLAND, of Ashborne, in
the county of Derby.

MARY LACK, 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 persons having any claims or demands against or effecting the estate of Mary Lack, late of Milestone House, Hounslow-road,

and Spring-grove Brickfields, Isleworth, Brickmaker, deceased (who died on the 13th day of May, 1873, intestate, and Letters of Administration of whose personal estate were duly granted to Susannah Mills, wife of Edwin Mills, one of the next of kin, by the Principal Registry of Her Majesty's Court of Probate, on the 18th day of June, 1873), are required to send, in writing, particulars of their claims and demands to said Susannah Mills, at Milestone House, Hounslow-road, Middlesex, on or before the 20th day of December, 1873, at the expiration of which time the said administratrix will proceed to administer the estate, and distribute the assets of the said Mary Lack, deceased, among the parties entitled thereto, having regard only to the claims of which the said administratrix shall then have had notice; and for the assets or any part thereof so administered or distributed, the said administratrix will not be liable to any person of whose debt, claim, or demand [she shall not then have had notice. And all persons indebted to the estate or holding any property of the said deceased, are requested forthwith to pay the amount of their debts respectively, and deliver up all such property to the said Susannah Mills.—Dated this 24th day of November, 1873.

S. MILLS, Administratrix.

WILLIAM LINES, Esquire, 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 William Lines, late of No. 56, Olisold-road, formerly known as No. 27, Park-road, in the parish of St. Mary, Stoke Newington, in the county of Middlesex, Gentleman (who died on or about the 16th day of August, 1873, whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 22nd day of November, 1873, the Right Honourable Sir James Hannen, Knight, the Judge of Her Majesty's Court of Probate, having on the 18th day of November, 1873, in a certain cause or suit, entitled Peirson and Savory against Ward, then depending therein, by his final decree, pronounced for the force and validity of the said will, by Henry William Peirson, of No. 15, Shelley-terrace, Shakespeare-road, Stoke Newington, in the county of Middlesex, Gentleman, and Joseph Egerton Savory, of No. 66, Albion-road, Stoke Newington aforesaid, Doctor of Medicine, the executors named in the said will), are hereby required to send in the particulars, in writing, of their debts, claims, and demands to the undersigned, Richard and W. B. Smith, the Solicitors of the said executors at their offices, No. 7, New-square, Lincoln's-inn, in the said county of Middlesex, on or before the 10th day of January, 1874, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which they shall then have had notice; and the said executors will not be liable for any part of such assets to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 25th day of November, 1873.

RICHARD and W. B. SMITH, 7, New-square, Lincoln's-inn, Solicitors for the said Executor.

JAMES WISEMAN, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt, claim, or demand against or upon the estate of James Wiseman, late of Heathfield-terrace, in the parish of Halifax, in the county of York, Gentleman, who died on the 1st day of May, 1873 (and whose will was proved by William Alcock, of the city of Manchester, Joiner, John Thomas Broadbent, of Leeds, in the county of York, Pawnbroker, James Thompson, of Hambleton, near Selby, in the county of York, Farmer, George Patchett, of Halifax aforesaid, Wire-drawer, and Henry Edmunds, of Halifax aforesaid, Ironmonger, the executors therein named, on the 22nd day of May, 1873, in the Principal Registry of Her Majesty's Court of Probate) are hereby required to send particulars, in writing, of their respective claims and demands to the said executors at the office of the undersigned, their Solicitors, situated No. 26, George-street, in Halifax aforesaid, on or before the 15th day of January, 1874, after which last mentioned day such executors will distribute the whole of the assets of the said James Wiseman among the parties entitled thereto, having regard to the claims of which such executors shall then have had notice.—Dated this 24th day of November, 1873.

WAVELL, PHILBRICK, FOSTER, and WAVELL, 26, George-street, Halifax, Solicitors to the said Executors.

JOHN BOULNOIS, 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 John Boulnois, late of No. 30, Sloane-street, Chelsea, in the county of Middlesex, Upholsterer (who died on the 22nd day of October, 1873, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 24th day of November, 1873, by William Williams, of No. 23A, Bramley-road, Notting-hill, W., in the county of Middlesex, Gentleman, Alexander Anderson, of No. 27, York-place, Baker-street, in the same county, Surgeon, and John Arthur Boulnois, of No. 30, Sloane-street, Chelsea aforesaid, Gentleman, the executors named in the said will) are hereby required to send in the particulars of their debts, claims, and demands to the said executors at the office of their Solicitor, Mr. Oliver Richards, at No. 16, Warwick-street, Regent-street, in the county of Middlesex, on or before the 12th day of January, 1874, after 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 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 persons of whose debt, claim, or demand they shall not have had such notice as aforesaid.—Dated this 26th day of November, 1873.

OLIVER RICHARDS, Solicitor to the said Executors.

EDWARD SWAINSON, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Edward Swainson, late of Preston, in the county of Lancaster, Manufacturer (who died on the 5th day of January, 1873, and whose will was proved on the 10th day of March, 1873, in the District Registry at Lancaster, attached to Her Majesty's Court of Probate by Anne Swainson and Edward Swainson, son of the said deceased, the executrix and executor named in the said will), are hereby required to send in particulars, in writing, of their claims and demands to us the undersigned, the Solicitors of the said executrix and executor, at our office, 18, Fox-street, Preston, on or before the 1st day of January, 1874, at the expiration of which time the said executrix and executor will distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which they shall then have had notice; and will not be liable for the said assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not have had notice at the time of the distribution of the assets.—Dated this 25th day of November, 1873.

CHARNLEY, SON, and FINCH, 18, Fox-street, Preston.

JOSEPH LAZARUS, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Joseph Lazarus, late of No. 52, Charrington-street, Somers Town, in the county of Middlesex, Horse-hair and General Dealer (who died on the 10th day of October, 1873, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 6th day of November, 1873, by Richard Hunter, of 149, Tottenham Court-road, in the county of Middlesex, Upholsterer, and Henry Lazarus, of 287, Old-street, Saint Luke, in the same county, Bedstead Manufacturer, two of the executors in the said will named), are hereby required to send in the particulars, in writing, of such debts, claims, or demands to the said executors, at the office of Mr. Joel Morris Barnard, No. 19, White Lion-street, Norton Folgate, in the county of Middlesex, their Solicitor, on or before the 1st day of February now next, at the expiration of which time the said executors will proceed to distribute such assets of the said testator among the parties entitled thereto under the directions in the said will contained, having regard only to the debts, claims, or demands of which they shall then have had notice; and that the said executors will not be liable or responsible 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 24th day of November, 1873.

JOEL MORRIS BARNARD, 19, White Lion-street, Norton Folgate, E., Solicitor for the said Executor.

BAZILL WILLIAM ADNETT, Deceased.

Pursuant to an "Act to further amend the Law of Property and to relieve Trustees," 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Bazill William Adnett, late of the Black Bull and Star, New Gravel-lane, Shadwell, in the county of Middlesex, Licensed Victualler (who died on the 4th day of April, 1873, at No. 18, Tulse Hill, Ventnor, in the Isle of Wight, Southampton, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 26th day of April, 1873, by Mary Adnett and Samuel John Adnett, the executors named in the said will), are hereby required to send in the full particulars of claims and demands, in writing, and the nature of the securities (if any), held by them, to the said executors, at the offices of Mr. John Pendergast, No. 37, Colet-place, Commercial-road, Middlesex, on or before the 23rd day of December next, after which day the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have notice at the time of such distribution; and they will not be liable for the assets, or any part thereof, after such distribution, to any persons of whose claims or demands they shall not have had notice.—Dated this 25th day of November, 1873.

SAMUEL JOHN ADNETT, Black Bull and Star, New Gravel-lane, E., for self and co-Executor.

OBADIAH BARRETT, 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 persons having any claims or demands upon or against the estate of Obadiah Barrett, late of Kirkham, in the county of Lancaster, Cotton Manufacturer, deceased (who died on the 4th day of November, 1873, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate at Lancaster, on the 22nd day of November, 1873, by James Barrett, sole executor named in the said will), are hereby requested to send in the particulars, in writing, of their claims and demands to me, the undersigned, William Joseph Dickson, Solicitor to the said executor, on or before the 26th day of December next, after which day the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims or demands only of which he shall then have had notice; and the said executor will not be liable for any assets so distributed, or for any part thereof, to any person of whose claim or demand he shall not then have had notice.—Dated this 25th day of November, 1873.

WILLIAM J. DICKSON, Kirkham, Lancashire, Solicitor to the said Executor.

RICHARD READER, Deceased.

Pursuant to the Act of Parliament of 22 and 23 Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands upon or against the estate of Richard Reader, late of Woodchurch, in the county of Kent, Farmer, deceased (who died on the 30th day of June, 1871, and whose will was proved on the 31st day of December, 1872, in the Principal Registry of Her Majesty's Court of Probate, by William Glover Mace, of Tenterden, in the county of Kent, Gentleman, the surviving executor thereof), are required, on or before the 10th day of December next, to send in particulars of their claims or demands to us, the undersigned, as the Solicitors to the said executor, at our offices, in Tenterden aforesaid, at the expiration of which time the said executor will distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which he shall then have had notice; and that the said executor will not be answerable or liable for such assets, or any part thereof, so distributed to any person of whose debt, claim, or demand, he shall not have had notice on or before the said 10th day of December next.—Dated this 22nd day of November, 1873.

MUNN and MACE, Solicitors to the said Executor.

LUCY PINCHBECK, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Lucy Pinchbeck, late of 97, Queen's-road, Peckham, in the county of Surrey, Spinster, deceased (who died on the 26th day of February, 1872, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 15th day of March, 1872, by John Pinchbeck, of 27, Leadenhall-street, in the city of London, Civil Engineer, and Stanley Coster, of No. 97, Queen's-road, Peckham aforesaid, Gentleman, the executors therein

named), are hereby required, on or before the 31st day of December next, to send, per post prepaid, particulars of their claims and demands to Benjamin William Jones, of 3, Walbrook-buildings, Walbrook, London, the Solicitor of the said executor. And notice is hereby also given, that after that day the said executors will proceed to distribute the estate and effects of the said deceased amongst the parties entitled thereto, having regard only to the claims and demands of which they shall then have notice; and that the said executors will not then be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1873.

BENJ. WM. JONES, 3, Walbrook-buildings, Walbrook, E.C., Solicitor to the said Executors.

RICHARD PICKERING GUNNELL, 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 claims against the estate of Richard Pickering Gunnell, late of Woodford, in the county of Northampton, Esq., deceased (who died at the Grand Hotel, at Catania, in the Kingdom of Italy, on the 21st day of December, 1872, and a notarial copy of whose will was proved and registered in the Principal Registry of Her Majesty's Court of Probate, on the 9th day of June, 1873, by Geoffrey Hawkins, of Thrapston, in the said county of Northampton, Gentleman, the surviving executor named in the said will, limited until the said original will, or a more authentic copy thereof, should be brought into and left in the Principal Registry of the said Court), are requested, on or before the 6th day of January next, to send in particulars thereof to the said executor, at the office of Messrs. Archibould and Hawkins, of Thrapston, Solicitors, and in default thereof the said executor will distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims and demands of which the said executor shall then have had notice; and will not be liable for any part of such assets to any person of whose claim he shall not then have had notice.—Dated this 26th day of November, 1873.

ARCHBOULD and HAWKINS, Thrapston, Solicitors for the Executor.

JOHN MITCHELL WEST, 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 any other persons having any claims or demands upon the estate of John Mitchell West, late of the Duke of Sussex Public-house, No. 18, Pierrepont-row, Islington, in the county of Middlesex, Licensed Victualler, deceased (who died on the 31st day of August, 1873, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 22nd day of November, 1873, by John Beach Fleuret the elder and Robert Thomas West, the executors therein named), are hereby required to send in to Messrs. Nash, Field, and Layton, of 2, Suffolk-lane, Cannon-street, London, E.C., Solicitors for the said executors, particulars, in writing, of their claims or demands against the estate of the said John Mitchell West, deceased, on or before the 31st day of December, 1873, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased, having regard to the claims only of which they shall then have had notice.—Dated this 25th day of November, 1873.

NASH, FIELD, and LAYTON, 2, Suffolk-lane, Cannon-street, London, E.C., Solicitors for the said Executors.

CHARLES JOHN LYON, Esq., Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and other persons claiming debts or liabilities affecting the estate of Charles John Lyon, late of No. 51, Park-walk, Chelsea, in the county of Middlesex, and formerly of No. 12, Colleshill-street, Eaton-square, in the same county, Esq. (who died on the 7th day of October, 1873, at No. 51, Park-walk, Chelsea aforesaid, and of whose will probate was granted by the Principal Registry of Her Majesty's Court of Probate, on the 19th November, 1873, to Sir Michael Angelo Costa, of Eccleston-square, in the said county of Middlesex, Knight, the sole executor of the said will), are to send to Messrs. Nicholson and Herbert, of No. 23, Spring-gardens, Charing-cross, in the said county of Middlesex, the Solicitors for the said executor, particulars of their debt and claims against the estate of the said testator, on or before the 1st day of January, 1874. And notice is hereby given, that after the said 1st day of January, 1874, the said executor will proceed to distribute the whole of the assets of the said testator amongst the persons entitled thereto, having regard only to the debts and claims of which the said executor

shall then have notice; and that the said executor will not be liable to any person of whose debt or claim he shall not then have had notice, for the assets, or any part thereof, so distributed.—Dated this 26th day of November, 1873.

NICHOLSON and HERBERT, 23, Spring-gardens, Charing-cross, Solicitors for the Executor.

THOMAS JANE, 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 persons being creditors of, or otherwise having any claims or demands upon or against the estate of Thomas Jane, late of Blackheath, in the parish of Lanhydrock, in the county of Cornwall, Yeoman, deceased (who died on the 24th day of May, 1873, and whose will was proved in the District Registry of Her Majesty's Court of Probate at Bodmin, on the 23rd day of July, 1873, by Joseph Coad, one of the executors therein named), are hereby required, on or before the 6th day of January next, to send the particulars of such debts, claims, and demands (if any), in writing, to the said Joseph Coad, of Maudlin Lanhydrock aforesaid, Carpenter, or to us the undersigned, Messrs. Commins and Son, of Bodmin, Solicitors for the executor; and that at the expiration of that time the executor will proceed to distribute the whole of the assets of the said testator among the parties entitled thereto, having regard to the debts or claims only of which he shall then have notice; and that the said executor will not be liable for or in respect of the assets of the said testator, or any part thereof, so paid over or distributed, to any person or persons of whose debt, claim, or demand the said executor shall not then have had notice.—Dated this 24th day of November, 1873.

COMMINS and SON, Bodmin, Cornwall, Solicitors for the said Executor.

THOMAS KING MALTBY, Deceased.

Pursuant to the Statute 22nd and 23rd Vict., cap. 35. NOTICE is hereby given, that all creditors and other persons having any claims against the estate of Thomas King Maltby, late of New Hinksey, in the county of Berks, in the suburbs of the city of Oxford, Gentleman, deceased (who died on the 9th day of November, 1873, and whose will was proved on the 22nd day of November, 1873, at the District Registry of Her Majesty's Court of Probate at Oxford, by John Rose, of the said city, Bookseller, and William Haines, of the same city, Banker's Clerk, the executors 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 29th 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 claim they shall not then have had notice.—Dated this 24th day of November, 1873.

WM. H. WALSH, Oxford, Solicitor.

Re THOMAS MARTIN, Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Thomas Martin, late of Leeds, in the county of York, Gas Rate Collector, deceased (who died on the 22nd day of March, 1873, having previously made and executed his last will and testament, bearing date the 14th day of March, 1873, and which said will was proved in the Wakefield District Registry attached to Her Majesty's Court of Probate, by William Middleton and John William Middleton, both of Leeds aforesaid, Solicitors, the executors named in the said will), are requested to send particulars, in writing, of such claims and demands to us, the undersigned, Solicitors to the said executors, on or before the 1st day of January next. And notice is hereby given, that after the said 1st day of January next, the said William Middleton and John William Middleton, as such executors as aforesaid, will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that the said executors will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands they shall not then have had notice.—Dated this 27th day of November, 1873.

MIDDLETON and SONS, 32, Park-row, Leeds, Solicitors to the said Executors.

WILLIAM LUKE, 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 persons being creditors of, or otherwise having any claims upon or against the estate of William Luke, late of Charlestown, in the parish of Saint Austell, Cornwall, Merchant, deceased (who

died on the 12th day of December, 1871, intestate, and letters of administration of whose personal estate and effects were, on the 19th day of January, 1872, granted by the District Registry of Her Majesty's Court of Probate at Bodmin, to Elizabeth Luke, of Charlestown aforesaid, the widow of the said deceased), are required, on or before the 31st day of December next, to send to Messrs. Shilson, Coode, and Co., of Saint Austell aforesaid, the Solicitors of the said administratrix, the particulars of their claims upon or against the said estate, and that at the expiration of such time the administratrix will proceed to distribute the whole of the assets of the said intestate among the parties entitled thereto, having regard to the claims of which she shall then have had notice.—Dated this 26th day of November, 1873.

SHILSON, COODE, and CO., Solicitors, Saint Austell.

Re CHARLOTTE WILLIAMS, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims against the estate of Charlotte Williams, late of Chapel-street, Ormakirk, in the county of Lancaster, Widow, deceased (who died on the 16th day of June, 1863, intestate, and letters of administration of whose personal estate and effects were duly granted to John Bailey, of Saint Saviours, in the Island of Jersey, Gentleman, the natural and lawful brother and one of the next-of-kin of the said deceased, by Her Majesty's Court of Probate, on the 22nd day of October, 1873), are required to send, in writing, the particulars of their claims to Messrs. Kendall and Costeker, of Over Darwen, in the county of Lancaster, the Solicitors of the said John Bailey, on or before the 1st day of January, 1874. And notice is hereby also given, that at the expiration of the last-mentioned day the said John Bailey will proceed to distribute the assets of the said Charlotte Williams, amongst the parties entitled thereto, having regard to the claims of which the said John Bailey has then have had notice; and that the said John Bailey will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the said John Bailey has not had notice at the time of the distribution.—Dated this 24th day of November, 1873.

KENDALL and COSTEKER, Solicitors, Over Darwen, Lancashire.

Mrs. SARAH PORCHER, Widow, Deceased.

Statutory Notice to Creditors and others.

Pursuant to the 29th section of the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Sarah Porcher, late of Park Corner, Winchfield, in the county of Southampton, Widow, (who died on the 9th day of December, 1869, and whose will, with two codicils thereto, was on the 3rd day of May, 1870, proved in the Principal Registry of Her Majesty's Court of Probate, by Robert John Porcher Broughton, of No. 12, Great Marlborough-street, and George Du Fra Porcher, of No. 12, Connaught-place, Hyde Park, both in the county Middlesex, Esqrs., the executors named in the said will), are hereby required to send written particulars of their claims and demands to the said executors, at the office of the undersigned, their Solicitors, on or before the 31st day of December, 1873, after which date the said executors will proceed to distribute the assets of the said testatrix among the parties entitled thereto, having regard only to those claims or demands of which they shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not have had notice at the time of the distribution.—Dated this 25th day of November, 1873.

WHITE, BROUGHTON, and WHITE, 12, Great Marlborough-street, London, W., Solicitors to the said Executors.

GEORGE WHATELEY, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against the estate of George Whatley, late of 41, Waterloo-street, Birmingham, in the county of Warwick, and of the Cedars, Ampton-road, Edgbaston, near Birmingham aforesaid, Solicitor, deceased (who died on the 1st day of October, 1873, and whose will and codicils were proved in the Principal Registry of Her Majesty's Court of Probate, on the 30th day of October, 1873, by James Christie Traill, of Harehatch Lodge, Twyford, in the county of Berks, and Henry Paulson Bowling, of East Lodge, the Mall, Hammersmith, in the county of Middlesex, the executors therein named), are required to

send particulars of their claims and demands to the said Henry Paulson Bowling, at East Lodge, the Mall, Hammer-smith, London, on or before the 1st day of February, 1874, at the expiration of which time the said executors will proceed to administer the estate and distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and for the assets, or any part thereof, so administered or distributed, the said executors will not be liable to any person of whose claim or demand they shall not then have had notice.—Dated this 24th day of November, 1873.

BARLOW, BOWLING, and WILLIAMS, Solicitor for the Executors.

Re CHARITY ENGLISH, 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 persons having any claims or demands against the estate of Charity English, late of Masbrough, in the parish of Rotherham, in the county of York, Widow (who died at Masbrough aforesaid on the 11th day of September last, and whose will, with a codicil thereto, was proved on the 14th day of November instant, in the District Registry at Wakefield attached to Her Majesty's Court of Probate, by William English, of Swinfou, in the said county, and Thomas Wofinden, of Greasbrough, in the said county, the executors named in the said will and codicil), are required, on or before the 17th day of January next, to send written particulars of such claims or demands to me, the undersigned, Frederick Lee Hanop, of No. 11, Westgate, Rotherham, in the said county, the Solicitor to the said executors, 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 to the claims only of which they shall then have had notice; and that the said executors will not be liable for the said assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice. And all persons owing any money to the said deceased are requested to pay the same to us forthwith.—Dated this 17th day of November, 1873.

FRED. L. HANOP, Swinton and Rotherham, Solicitor to the said Executors.

HANNAH LOCK, 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 Hannah Lock, late of Easton, in the county of Southampton, Widow, deceased (who died on or about the 25th day of July, 1873, and letters of administration to whose estate and effects were granted by the District Registry attached to Her Majesty's Court of Probate at Winchester, to Mary Ann, wife of Edward Richman Adams, late of Easton aforesaid, on the 13th day of August, 1873), are hereby required to send in the particulars of their claims and demands to me, the undersigned, Frederick Bowker, of No. 23, St. Peter's-street, Winchester, the Solicitor for the said administratrix, on or before the 31st day of December next, after which day the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said administratrix 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 24th day of November, 1873.

FRED. BOWKER, 23, St. Peter's-street, Winchester, Solicitor for the said Administratrix.

FRANCIS RICHARD DANGAR, 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 Francis Richard Dangar, otherwise Frank Richard Dangar, late of Sydney, New South Wales, but temporarily residing at the time of his death at the Albany, Piccadilly, in the county of Middlesex, in England (who died on the 12th day of October, 1873, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 6th day of November, 1873, by Henry Grant, of No. 7, Fenchurch-street, in the city of London, Colonial Merchant, one of the executors named in the said will), are hereby required to send in the particulars of their debts, claims, and demands to the said Henry Grant, at No. 7, Fenchurch-street aforesaid, on or before the 24th day of February, 1874, at the expiration of which time the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executor

shall then have had notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had such notice as aforesaid.—Dated this 24th day of November, 1873.

CHAS. JNO. MANDER, No. 9, New-square, Lincoln's-inn, Solicitor to the said Executor.

In the Matter of the Settled Estates Acts; and in the Matter of the one fifth Share late of Henry Barnes, of Anfield Cottage, in the parish of Walton-on-the-Hill, near Liverpool, in the County Palatine of Lancaster, Merchant, deceased, of and in the Minerals in and under certain Messuages called Stretton Hall and Handley Lodge respectively, and certain Pieces of Land thereunto respectively belonging, containing in the whole 216 acres, or thereabouts, situate in the parish of North Wingfield, in the township of Stretton, and in and under a certain Messuage or Dwelling-house situate at Barnes, in the parish of Dronfield, called Barnes Farm, with the several Buildings, Closes, or Parcels of Land and Appurtenances to the same belonging, containing about 71 acres 2 roods 35 perches, in the occupation of George Fox, all in the county of Derby, devised by the Will and Codicil of the said Henry Barnes, deceased.

PURSUANT to the above-mentioned Acts of Parliament and the Consolidated General Order of this Court in that behalf, notice is hereby given, that on the 10th day of November, 1873, John Gorell Barnes, of Oakenholme, Little Sanghall, in the county of Chester, Student-at-Law, Joseph Lyne, of 5³, Devonshire-road, Cloughton, in the said county of Chester, Ship Owner, Alan Sedgwick Barnes, of Oakenholme aforesaid, Gentleman, and Charlotte Linda Barnes, of Oakenholme aforesaid, Spinster, and Henrietta Georgiana Barnes, an infant under the age of twenty-one years, by the said Joseph Lyne, her guardian duly appointed under an Order of this Honourable Court, dated 7th November, 1873, presented their Petition to the Lord High Chancellor of Great Britain (to be heard before the Vice-Chancellor Sir Richard Malins), praying that the said Joseph Lyne and John Gorell Barnes may be authorised to carry into effect the contract for a lease, dated 27th May, 1873, of the minerals under the lands devised by the will of the said Henry Barnes, in the said Petition mentioned and described, jointly with Charles Barnes, Alfred Barnes, Ellen Barnes, and Joseph Shipton, and to grant a lease to Ralph Ward Jackson and Edward Nicholls, the lessees therein named, in pursuance of the said contract, under the provisions of the above-mentioned Acts; and that, under the provisions of the said Acts, it may be lawful for the said Joseph Lyne and John Gorell Barnes, and all other the trustees or trustee for the time being of the said will of the said Henry Barnes, at any time hereafter, with the consent, in writing, of the persons for the time being entitled in possession to the rents and profits, and being of full age, and in the case of infants, with the consent, in writing, of their guardians, to grant mining leases of the one fifth share late of the said Henry Barnes, deceased, of all the minerals in and under the lands, messuages, and premises in the said Petition mentioned, being the lands and premises mentioned in the foregoing part of this advertisement, subject, as to the said premises, in the said contract dated the 27th day of May, 1873, to the lease to be granted in pursuance thereof; and that all proper enquiries may be made and directions given for effectuating such purpose; and that the costs of and incident to the said Petition may be provided for. And notice is hereby also 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 Messrs. Field, Roscoe, Field, Francis, and Osbaldeston, of No. 36, Lincoln's-inn-fields, in the county of Middlesex.—Dated this 22nd day of November, 1873.

FIELD, ROSCOE, and CO., 36, Lincoln's-inn-fields, London; Agents for BATESON and CO., Liverpool, Solicitors for the Petitioners.

TO be sold, pursuant to an Order of the High Court of Chancery, made in the matter of the Companies Acts, 1862 and 1867, and in the matter of the United Auction Advance and Investment Company Limited, with the approbation of the Master of the Rolls, by Mr. Thomas Bull, the person appointed by the said Judge, at the Auction Mart, Tokenhouse-yard, in the city of London, on Tuesday, the 2nd day of December, 1873, at one o'clock in the afternoon, in two lots:—

Certain leasehold property, comprising seven brick-built houses, Nos. 1 to 7, Hamilton-street, and a beerhop and premises, No. 5, Portland-street, Wandsworth-road, held for an unexpired term of about 35 years, at ground-rents amounting to £75 per annum, and producing a rental of about £200 per annum.

Particulars and conditions of sale may be had (gratis) of

Messrs. Linklater, Hackwood, Addison, and Brown, Solicitors, 7, Walbrook; of Messrs. Sully and Girdlestone, Accountants, 23, Gresham House, Old Broad-street; of the Auctioneer, at No. 8, Bucklersbury; and at the place of sale.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Joseph Daniel Marsden, deceased, and in a cause Agar against Marsden, 1873, M., No. 205, the creditors of Joseph Daniel Marsden, late of 59, Friar-street, in the city of London, and Edmonton, in the county of Middlesex, Solicitor, who died on the 4th day of August, 1873, are, on or before the 2nd day of January, 1874, to send by post, prepaid, to Thomas Francis Rollins, of No. 9, Tokenhouse-yard, in the said city of London, the Solicitor of the defendant, Sophia Matilda Marsden, Widow, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in Rolls-yard, Chancery-lane, Middlesex, on Monday, the 2nd day of February, 1874, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 26th day of November, 1873.

PURSUANT to a Decree of the High Court of Chancery, made in a cause of Ouley v. Ward, 1873, O. No. 30, the creditors of William Ward, late of Elm Cottage, Hatherley-road, Cheltenham, in the county of Gloucester, House Agent, deceased, who died on or about the 10th day of April, 1873, are, on or before the 10th day of January, 1874, to send by post, prepaid, to Mr. Robert Wheeler, of Cheltenham, in the said county of Gloucester, the Solicitor of the defendant, the administrator of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Malins, at his chambers, No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Thursday, the 22nd day of January, 1874, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1873.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Edward Baker, deceased, and in a cause Hall against Baker, the creditors of Edward Baker, late of No. 3, Cross-street, Chapel-street, Stockwell, in the county of Surrey, Carpenter, deceased, who died on or about the 11th day of February, 1872, are, on or before the 20th day of December, 1873, to send by post, prepaid, to Messrs. Gresham and Son, of 24, Basinghall-street, in the city of London, the Solicitors for the defendant, Elizabeth Baker, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Hall, at his chambers, situate 12, Old-square, Lincoln's-inn, in the county of Middlesex, on the 9th day of January, 1874, at one o'clock in the afternoon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1873.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Oakley and others against Ker, 1873, O., No. 13, the creditors of Edward Simmons, late of No. 1, Elizabeth-place, Leipsic-road, Camberwell, in the county of Surrey, who died on the 21st day of July, 1858, are, on or before the 1st day of January, 1874, to send by post, prepaid, to J. G. Shearman, of 10, Gresham-street, in the city of London, Solicitor for the defendant one of the executors of the deceased, their Christian and surnames in full, with the Christian and surnames of any partners, their addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situate No. 3, Stone-buildings, Chancery-lane, in the county of Middlesex, on Thursday, the 15th day of January, 1874, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1873.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of George Mason, and in a cause Mason v. Mason, 1873, M., 216, the creditors

of George Mason, late of Highgate House, Clayton Heights, Clayton, in the county of York, Worsand Spinner and Manufacturer, who died on or about the 30th day of October, 1873, are, on or before the 22nd day of December, 1873, to send by post, prepaid, to Mr. Robert Henry Davies, of No. 3 Furnival's-inn, London, the Solicitor of the plaintiff Eleanor Mason, and the defendant Henry Mason, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in Rolls-yard, Chancery-lane, Middlesex, on Monday, the 12th day of January, 1874, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1873.

PURSUANT to a Decree of the High Court of Chancery, made in a cause Criswick against Ihler, the creditors of John Crichton Ihler, late of No. 31, Ashburnham-road, Greenwich, in the county of Kent, Gentleman, who died on or about the 24th January, 1873, are, on or before the 24th day of December, 1873, to send by post, prepaid, to Mr. John Dingwall, of the firm of Dingwall and Wall, of No. 8, Tokenhouse-yard, Lothbury, in the city of London, the Solicitors for the defendant the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of their securities (if any) held by them, and in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situate No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Tuesday, the 13th day of January, 1874, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1873.

PURSUANT to an Order of the High Court of Chancery, made in the matter of the estate of Richard Spry, deceased, and in a cause of Robert George Ladbary and others, on behalf, &c., against Sarah Jane Edwards (wife of George Edwards), and Elizabeth Heetmann (wife of Frederick Heetmann), and George Edwards and Frederick Heetmann, the creditors of Richard Spry, late of No. 97, Curtain-road, Shoreditch, Middlesex, Easy Chair and Couch Manufacturer, who died on or about the 14th day of May, 1873, are, on or before the 15th day of December, 1873, to send by post, prepaid, to Messrs. Pritchard and Englefield, of Painter's Hall, Little Trinity-lane, in the city of London, the Solicitors for the defendants, their Christian and surnames, addresses and descriptions, 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 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, Middlesex, on the 22nd day of December, 1873, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 26th day of November, 1873.

COUNTY COURTS' EQUITABLE JURISDICTION.

PURSUANT to an Order of the County Court of Kent, holden at Gravesend, made in a suit James Balster Sampson (on behalf of himself and all other creditors of William Tredgold, late of the Canal Iron Works, Milton-next-Gravesend, Kent, Engineer, deceased) against Maria Tredgold, the creditors of, or claimants against, the estate of the said William Tredgold, are, on or before the 17th day of December, 1873, to send by post, prepaid, to the Registrar of the County Court of Kent, holden at Gravesend, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them. In default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 17th day of December, 1873, at eleven o'clock in the forenoon, being the time appointed for adjudicating upon the claims.—Dated this 22nd day of November, 1873.

GEO. EDW. SHARLAND, Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A SECOND Dividend of 1s. 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Leah Barnet, of Commercial-street, Spitalfields, in the county

of Middlesex, Widow, trading there as a Wholesale Boot and Shoe Manufacturer, under the style or firm of S. Barnett, and residing at 69, Grosvenor-road, Canonbury, in the said county, and will be paid by me, at my offices, Nos. 7 and 8, London-bridge Railway Approach, S.E., on and after Wednesday, the 26th day of November, between the hours of eleven and two.

B. NICHOLSON, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 4s. 1d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Frederick Claydon, of 94, Wick-road, South Hackney, in the county of Middlesex, Coal Merchant, Greengrocer and Contractor, and will be paid at our offices, on Tuesday or Wednesday, the 2nd and 3rd of December next, between the hours of eleven and four.—26th November, 1873.

J. F. HUBBARD and SON, 24, Bucklersbury, E.C., Solicitors to the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Norwich.

A FIRST and Final Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William John Trivett, of Colegate-street, in the parish of Saint Clement, in the city of Norwich, Shoe Manufacturer, and will be paid by us, at the offices of Mr. O. D. Ray, Bank-plain, Norwich, on and after the 1st day of December, 1873.—Dated this 17th day of November, 1873.

O. D. RAY,
O. H. BOWHILL, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

A SECONN and Final Dividend of 7½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Lemuel Leonard Clavert and Henry Netherwood, both of Bradford, in the county of York, trading together in copartnership, at Bradford aforesaid, as Stuff Merchants, under the firm of Calvert and Netherwood, and will be paid by me, at my offices, in Market-street-chambers, No. 32, Market-street, in Bradford aforesaid, on Monday, the 1st day of December, 1873, from two to five o'clock p.m.—Dated the 24th day of November, 1873.

THOMAS GARDNER, General Accountant, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

A FIRST Dividend of 15s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Speight, of Ladywell Works, in Hall-lane, in Bowling, in the parish of Bradford, in the county of York, Worsted Spinner, and will be paid by me, at my offices, 25, Market-street, Bradford, on and after the 6th day of December, 1873.—Dated this 25th day of November, 1873.

WILLIAM GILYARD, 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 Maria Amelia Susan Gale, of 10, Tudor-road, Hackney, in the county of Middlesex, Widow.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at No. 1, Danes-inn, Strand, on the 11th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1873.

K. O'BRIEN, 1, Danes-inn, Strand, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Crew, of No. 7, Latimer-terrace, Latimer-road, Notting Hill, previously of Bramley-market, Latimer-road, Notting Hill, and of No. 43, Canterbury-road, Kilburn, all in the county of Middlesex, Cowkeeper.

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. Tilley and Liggins, of 10, Finsbury-place South, in the city of London, Solicitors, on the 18th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

TILLEY and LIGGINS, 10, Finsbury-place South, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Leggett, of No. 16, Little George-street, Portman-square, 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 the undersigned, Messrs. Tilley and Liggins, at No. 10, Finsbury-place South, in the city of London, on the 17th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

TILLEY and LIGGINS, 10, Finsbury-place South, City, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Hopkins, of 35, White Post-lane, Hackney, in the county of Middlesex, Button 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 H. T. Thwaites's offices, 42, Basinghall-street, in the city of London, on the 15th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

STEPH SCOTT, 28A, 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 Robert Bishop, of 12, Hackney-terrace, Casland-road, Hackney, in the county of Middlesex, Commission Agent and Dealer in Fancy Goods.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at H. T. Thwaites's offices, 42, Basinghall-street, in the city of London, on the 11th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

STEPH SCOTT, 28A, Basinghall 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 James Sadler Naylor, of No. 76 Jermyn-street, Saint James's, in the county of Middlesex, Esquire, late a Lieutenant-Colonel in Her Majesty's Army, at present a Prisoner confined in Ipswich Gaol under the Debtors' Act, 1869.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 4, Bloomsbury square, in the county of Middlesex, on the 15th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1873.

FORD and LLOYD, 4, Bloomsbury-square, Attorneys for the said James Sadler Naylor.

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 Pavely, of the Swan Hotel, 14, New-street, Covent Garden, in the county of Middlesex, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Adelphi House, 75A, Strand, in the county of Middlesex, on the 22nd day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

ALFRED HICKS and ARNOLD, 1, Salisbury-street, Strand, London, Attorneys for the said Charles Pavely.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Frederick Baker, of No. 21, Salisbury-terrace, Kilburn, in the county of Middlesex, Builder and House Decorator.

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 Johnson, Solicitor, No. 8, High-street, Marylebone, in the said county of Middlesex, on the 6th day of December, 1873, at one o'clock in the afternoon precisely.—Dated this 14th day of November, 1873.

THOMAS JOHNSON, Attorney for the said James Frederick Baker.

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 Watts, of No. 70, St. John-street, West Smithfield, Hot Water Engineer, and of No. 1, West Smithfield, both in the county of Middlesex, Coffehouse Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Eyre, Rolls-chambers, 89, Chancery-lane, on the 6th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 15th day of November, 1873.

CHARLES EYRE, Rolls-chambers, 89, Chancery-lane, Attorney for the said Henry Watts.

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 Honeysett, of No. 8, Great Scotland-yard, in the county of Middlesex, Coal Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edward Johnson, No. 14, Bedford-row, in the county of Middlesex, on the 5th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

EDWD. JOHNSON, 14, Bedford-row, Attorney for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas William Sedgwick, late of No. 97, Mount-street, Grosvenor-square, in the county of Middlesex, trading there under the style or firm of Sedgwick and Co., Tea Dealer, Oil and Italian Warehouseman, and now of 196, Commercial-road, Peckham, in the county of Surrey, out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Raven and Curtis, 12, Queen Victoria-street, in the city of London, on the 10th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1873.

RAVEN and CURTIS, 12, Queen Victoria street, E.C., Attorneys for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Bassett, of No. 21, Tichborne-street, Regent-circus, in the county of Middlesex, Attorney-at-law.

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. 21, Tichborne-street, Regent's circus, Haymarket, on the 4th day of December, 1873, at four o'clock in the afternoon precisely.—Dated this 8th day of November, 1873.

G. J. VANDERPUMP, 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 Emmanuel Harris, of No. 6, Angel-lane, Stratford, in the county of Essex, Slater.

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. 8, Charles-square, Hoxton, on the 17th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1873.

THOS. WILLIS, 8, Charles-square, Hoxton, Attorney for the said Emmanuel Harris.

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 Laws, of No. 876, Strand, in the county of Middlesex, and of No. 11, Fellows-road, Haverstock-hill, in the same county, and Norland Villa, St. Peter's road, Margate, in the county of Kent, Architect.

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 London Warehousemen's Association, 33, Gutter-lane, in the city of London, on the 17th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

G. J. VANDERPUMP, 7, South-square, Gray's-inn, 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 Walter Pipe, of 20, George-street, Portland-place, Marylebone, in the county of Middlesex, Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. John C. Button and Company, 32, Henrietta-street, Covent-garden, in the county of Middlesex, Solicitors, on the 11th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1873.

JOHN C. BUTTON and CO., 32, Henrietta-street, Covent-garden, W.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 Bessie Harris, formerly of No. 15, Theberton-street, Islington, then of No. 39, Edgware-road, and now of No. 4, Lanark-villas, Maida-hill, in the county of Middlesex, Spinster, Lodging-house-keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Francis William Hilbery, No. 32, Crutched-friars, in the city of London, on the 17th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1873.

F. W. HILBERY, No. 32, Crutched-friars, London, Attorney for the said Bessie Harris.

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 Williams, of 15, Cambridge-road, Kilburn Park, in the county of Middlesex, Grocer and Oilman.

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 18th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1873.

CHORLEY and CRAWFORD, of 48A, Moorgate-street, City, 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 Benjamin Martin, of No. 3, St. Thomas's-road, Burdett-road, Bow, in the county of Middlesex, Caru Dealer (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 39, Southampton-buildings, Chancery-lane, London, on the 6th day of December, 1873, at ten o'clock in the forenoon precisely.—Dated this 21st day of November, 1873.

J. M. DOBSON, 39, Southampton-buildings, W.C., Attorney for the said Benjamin Martin.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Fraser, of Nos. 70 and 76, Westbourne-grove, in the county of Middlesex, and of No. 1, Ranelagh-terrace, Ealing, in the said county, Upholsterer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Guildhall Coffee House, Gresham-street, in the city of London, on the 19th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 27th day of November, 1873.

HILLYER, FENWICK, and STIBBARD, 12, Fenchurch-street, in the city of London, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Anderson Emery, of 2, Alfred-place, Bedford-square, in the county of Middlesex, Comedian.

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 Johnson, No. 14, Bedford-row, in the county of Middlesex, on the 4th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1873.

EDWD. JOHNSON, 14, Bedford-row, Attorney for said Samuel Anderson Emery.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis William Jones, of No. 170, Regent's Park-road, in the parish of Saint Pancras, previously of 51, Cochrane-street, in the parish of Saint Marylebone, both in the county of Middlesex, Brushmaker.

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 Heathfield, No. 44, Lincoln's-inn-fields, in the county of Middlesex, Solicitor, on the 16th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1873.

WM. HEATHFIELD, 44, Lincoln's-inn-fields, Attorney for the said Debtor

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Sampson, of No. 48, Cornhill, in the city of London, and of Ivy Lodge, Champion-grove, Camberwell, in the county of Surrey, Picture 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 my office, No. 3, Furnival's-inn, Holborn, in the city of London, on the 18th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1873.

R. H. DAVIES, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Stapleton, of No. 72, Richmond-road, Bayswater, in the county of Middlesex, 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 our offices, situate No. 326, Oxford-street, Regent-circus, London, W., on the 8th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1873.

GEO. CECIL WINKWORTH, of the firm of Busby and Winkworth, 326, Oxford-street, Regent-circus, London, W., Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Mortleman, of the Pyrotechnists' Arms, Nunhead, Peckham, in the county of Surrey, Beerhouse Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Richard Sherwood, situate at No. 11, King William-street, Strand, in the county of Middlesex, on the 8th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1873.

RICHARD SHERWOOD, of No. 11, King William-street, Strand, Attorney for the said Thomas Mortleman.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Olley and William Henry Miller, both of Enfield Wash, in the said county of Middlesex, Engineers and Copartners in Trade.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. Henry Arthur Dubois, of No. 2, Gresham-buildings, Basinghall-street, in the city of London, Public Accountant, on the 18th day of December, 1873, at one o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

FRED. THOS. DUBOIS, 15, King-street, Cheap-side, London, Attorney for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Olley and William Henry Miller, both of Enfield Wash, in the said county of Middlesex, Engineers and Copartners in Trade.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named William Olley has been summoned to be held at the offices of Mr. Henry Arthur Dubois, of No. 2, Gresham-buildings, Basinghall-street, in the city of London, Public Accountant, on the 18th day of December, 1873, at two o'clock in the

No. 24039.

T

afternoon precisely.—Dated this 25th day of November, 1873.

FRED. THOS. DUBOIS, 15, King-street, Cheap-side, London, Attorney for the said William Olley.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Olley and William Henry Miller, both of Enfield Wash, in the said county of Middlesex, Engineers and Copartners in Trade.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named William Henry Miller has been summoned to be held at the offices of Mr. Henry Arthur Dubois, of No. 2, Gresham-buildings, Basinghall-street, in the city of London, Public Accountant, on the 18th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

FRED. THOS. DUBOIS, 15, King-street, Cheap-side, London, Attorney for the said William Henry Miller.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Clark, of the Red Lion, Tottenham, in the county of Middlesex, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Robert Chidley, No. 25, Old Jewry, in the city of London, on the 15th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

J. R. CHIDLEY, 25, Old Jewry, London, Attorney for the said Frederick Clark.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Cowell, of No. 1, Camden-villas, West Green, Tottenham, in the county of Middlesex, Merchant's Clerk.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Mr. Bassett's office, No. 21, Tichborne-street, Regent-circus, Middlesex, on the 13th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1873.

CHARLES BASSETT, 21, Tichborne-street, Regent-circus, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Riechter, of Hadleigh, in the county of Suffolk, Tailor and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Metcalfe Pollard, Solicitor, No. 7, Saint Laurence-street, Ipswich aforesaid, on the 12th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

GEORGE RIECHTER.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Kingston.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Walker, of the Flower Pot, Snubury, in the county of Middlesex, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Herbert Henry Poole, 58, Bartholomew-close, in the city of London, on the 11th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1873.

H. H. POOLE, 58, Bartholomew-close, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Reading.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Ben Belcher, of No. 7, Duke-street, Reading, in the county of Berks, Cook and Confectioner.

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. 28, The Forbury, Reading aforesaid, on the 2nd day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1873.

THOMAS ROGERS, Reading, Attorney for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Reading.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Freeman, of Nettlebed, near Henley-on-Thames, in the county of Oxford, 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 No. 151, Friar-street, Reading, in the county of Berks. on the 9th day of December, 1873, at one o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

TIDY, HERBERT, and TIDY, 27, Sackville-street, Piccadilly, London, and of Reading, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Harrow, of No. 43, Napier-street, Deptford, in the county of Kent, 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. John Thomas Moss, No. 38, Gracechurch-street, in the city of London, on the 12th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1873.

JOHN THOMAS MOSS, 38, Gracechurch-street, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Kaufmann Israel Marks, of Point House, Blackheath, in the county of Kent, Iron and Metal Merchant, carrying on business in copartnership with Myer Israel Marks, at Esther-place, Bridge-street, Greenwich, in the same county, as Iron and Metal Merchants, under the style or firm of Israel Marks and Sons.

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. 1, Winchester House, 53A, Old Broad-street, in the city of London, on the 15th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1873.

SPYER and SON, Attorneys for the said Kaufmann Israel Marks.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Waddington Heaton, of 8A, Market-place, Wigan, and 36, Bridge-street, Hindley, both in the county of Lancashire, 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 office of Mr. Robert Ashton, of No. 17, King-street, Wigan, in the county of Lancashire, Solicitor, on the 11th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1873.

ROBERT ASHTON, 17, King-street, Wigan, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John McCormick, of Toad-lane, Rochdale, in the county of Lancashire, Boot and Shoe 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 Hare and Hounds Inn, Yorkshire-street, Rochdale, on the 16th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

JOHN LOMAX, Jun., Toad-lane, Rochdale, 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 Andrew Clements, late of No. 13, Whitfield-street, Hyde-road, but now in lodgings at No. 82, Ashton New-road, both in Manchester, in the county of Lancashire, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Sutton and Elliott, Solicitors, No. 17, Brown-street, in the city of Manchester, on the 18th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1873.

SUTTON and ELLIOTT, No. 17, Brown-street, Manchester, Attorneys for the said Andrew Clements.

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 Lee, formerly of No. 73, Downing-street, Ardwick, and also formerly of No. 38, Cranworth-street, Chorlton-upon-Medlock, and now of No. 81, Downing-street aforesaid, all in the city of Manchester, and county of Lancashire, Tobacconist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Sutton and Elliott, Solicitors, No. 17, Brown-street, in the city of Manchester, on the 11th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

SUTTON and ELLIOTT, No. 17, Brown-street, Manchester, Attorneys for the said Thomas Lee.

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 Mary Johnson, of 140, London-road, Manchester, in the county of Lancashire, Boot and Shoe 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 Edward Heath and Sons, Solicitors, 41, Swan-street, Manchester, on the 10th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1873.

EDWD. HEATH and SONS, 41, Swan-street, Manchester, Attorneys for the said Mary Johnson.

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 Henry Wetton, of 61, Oxford-street, in the city of Manchester, in the county of Lancashire, Coach Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Addleshaw and Warburton, Royal Insurance-buildings, 67, King-street, Manchester, on the 12th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

ADDLESHAW and Warburton, 67, King-street, Manchester, 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 Henry Brooks, of Weston-street, Great Lever, near Bolton, in the county of Lancashire, 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 office of Mr. James Ryley, Solicitor, No. 26, Mawdsley-street, Bolton aforesaid, on the 18th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

JAMES RYLEY, Attorney for the said Henry Brooks.

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 Waverley Smith and Roger Smith, both of the Phoenix Iron Works, Green-lane, in Hopwood, near Heywood, in the county of Lancashire, Power Loom Makers, trading together in copartnership under the style or firm of W. H. and R. Smith.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of Mr. Samuel Allinson Orton, Solicitor, Taylor-street, Heywood aforesaid, on the 18th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

SAMUEL ALLINSON ORTON, Taylor-street, Heywood, Attorney for the said Waverley Smith and Roger Smith.

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 Ashworth and James Ashworth, of Lower Grange Mill, Acerrington, in the county of Lancashire, Cotton Spinners, trading as John Ashworth and Brothers.

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 Wheatsheaf Hotel, Fennel-street, Manchester, in the county of Lancashire, on the 12th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

JNO. STANDRING, the Butts, Rochdale, Attorney for the Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Harrison, of Sabden, near Whalley, in the county of Lancaster, Butcher 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 office of J. and W. Eastham, No. 13, Church-street, Clitheroe, in the county of Lancaster, Solicitors, on the 12th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1873.

J. and W. EASTHAM, Clitheroe, Lancashire, Attorneys for the said Henry Harrison.

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 William Marsden, of No. 23, Houghton-street, and of Nos. 15 and 17, Park-road, all within Blackburn, in the county of Lancaster, Pawbroker and Auctioneer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Charles Darley, Central-chambers, Lord-street West, in Blackburn, in the county of Lancaster, on the 11th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1873.

CHARLES DARLEY, Central-chambers, Lord-street West, Blackburn, Attorney for the said William Marsden.

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 Robert Coulter, of 10, Drury-lane, Liverpool, in the county of Lancaster, Commission and Shipping Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Gibson and Bolland, No. 10, South John-street, Liverpool aforesaid, Public Accountants, on the 19th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

W. MORRIS, 13, Harrington-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 Hercules Atkin, of No. 16, Springfield, Liverpool, in the county of Lancaster, Cabinet 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 offices of Mr. Maurice Nordon, 5, Cook-street, Liverpool, in the county of Lancaster, Attorney-at-Law, on the 15th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

M. NORDON, 5, Cook-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 Bernard Hennelly, of No. 93, Scotland-road, Liverpool, in the county of Lancaster, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Sale, Shipman, Seddon, and Sale, Solicitors, No. 29, Booth-street, in the city of Manchester, on the 11th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

SALE, SHIPMAN, SEDDON, and SALE, 29, Booth-street, Manchester, Attorneys for the said Bernard Hennelly.

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 Robert Arthur Wright, of St. Helens, in the county of Lancaster, Alkali Manufacturer, trading under the style of R. A. Wright 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 Fleece Hotel, Church-street, St. Helens, in the county of Lancaster, on the 10th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

SALE, SHIPMAN, SEDDON, and SALE, 29, Booth-street, Manchester, Attorneys for the said Robert Arthur Wright.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Simon Davies, of 56, Lord-street, Cheetham, near Manchester, in the county of Lancaster, Jeweller and Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Joseph Sampson, Solicitor, St. James-chambers, South King-street, Manchester, on the 12th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1873.

JOSEPH SAMPSON, St. James's-chambers, South King-street, Manchester, Attorney for the said Simon Davies.

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 Frederick Alexander, of Aylward-street, Portsea, and of Studley Villa, Queen's-road, Buckland, both in the county of Hants, Wholesale Paper and Vinegar Merchant, trading as F. Alexander and Co.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at Totterdell's Commercial Hotel, St. George's-square, Portsea, in the county of Hants, on the 4th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

H. REED, 14, Union-street, Portsea, Hants, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Newport. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edmund Curtis, of Shanklin, Isle of Wight, in the county of Southampton, late Hotel Keeper, but now Hotel Manager.

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 Durant, Solicitor, No. 5, Guildhall-chambers, Basinghall-street, in the city of London, on the 8th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 11th day of November, 1873.

THOS. DURANT, 5, Guildhall-chambers, Basinghall-street, London, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at St. Albans.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Holt, of No. 1, Chequer-street, St. Albans, in the county of Herts, Tailor and Woollen 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. Honey, Humphrys, Baggs, and Co., No. 28, King-street, Cheap-side, in the city of London, on the 10th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1873.

J. SEYMOUR SALAMAN, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Westmoreland, holden at Kendal. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Greenwood, of Kendal, in the county of Westmoreland, and Barrow-in-Furness, in the county of Lancaster, Glass and Crockery Ware 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. F. W. Watson, Highgate, Kendal, Westmoreland, on the 18th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1873.

FRAE. W. WATSON, Highgate, Kendal, Westmoreland, Attorney for the said John Greenwood.

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 Dinsdale, of Askrigg, in the county of York, 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 Green Tree Inn, Leyburn, on the 19th day of December, 1873, at quarter-past ten o'clock in the forenoon precisely.—Dated this 26th day of November, 1873.

CHAS. WAISTELL, Northallerton, Attorney for the said John Dinsdale.

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 Joseph Greenbalgh, of New Wortley, in the parish of Leeds, in the county of York. Cloth Finisher, trading under the style of the Wortley Finishing Company.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Burrell and Pickard, of 18, Albion-street, Leeds, in the county of York, Accountants, on the 10th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

RICHD. MYERS, 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 Wilson Woodhead, of Leeds, in the county of York. Cloth Merchant, trading under the style or firm of Wilson Woodhead 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 us the undersigned, No. 4, East-parade, in Leeds aforesaid, on the 16th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

NORTH and SON, Attorneys 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 John Lewis, of No. 40, Lady-lane, in Leeds, in the county of York, Hosier and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Thomas Turner, Solicitor, No. 28, East-parade, Leeds, in the county of York, on the 9th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1873.

THOMAS TURNER, 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 Joseph Miller, of Portland-place, Leeds, in the county of York, Plasterer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Fawcett and Malcolm, Solicitors, No. 20, Park-row, Leeds, in the county of York, on the 11th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

FAWCETT and MALCOLM, 20, Park-row, Leeds, Attorneys for the said Joseph Miller.

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 Walter Hirst, of Morley, in the county of York, Mill Owner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of me, the undersigned, Joseph Ibberson, in Dewsbury, in the said county of York, on the 11th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

JO. IBBERSON, Dewsbury, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Taylor, of Dewsbury, in the county of York, Dutch Yeast Importer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of me, the undersigned, Joseph Ibberson, in Dewsbury, in the said county of York, on the 12th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

JO. IBBERSON, Dewsbury, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Abraham Binns the younger, of Batley, in the county of York, Cardmaker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the George Hotel, in Heckmond-wike, in the county of York, on the 12th day of December, 1873, at half-past three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

SCHOLEFIELD and TAYLOR, Batley, Attorneys for the said Abraham Binns the younger.

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 William Hunsley Greaves, of Bank House, Pudsey, and Charles-street, Bradford, both in the county of York, Stuff Merchant, trading as Greaves 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. Wood and Killick, Solicitors, Commercial Bank-buildings, Piece Hall-yard, Bradford aforesaid, on the 12th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1873.

WOOD and KILLICK, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Wright, of Bradford, in the county of York, Waste Dealer and Beerhouse Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, William Henry Rennolls, situated at No. 55, Tyrrel-street, in Bradford aforesaid, on the 12th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1873.

W. H. RENNOLLS, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Hirst, of Hope-street, Bradford, in the county of York, Woolstapler, trading as Joseph Hirst.

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. Peter Harris, Market-street-chambers, Market-street, Bradford aforesaid, on the 10th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1873.

P. HARRIS, Market-street-chambers, Market-street, Bradford, Attorney for the said James Hirst.

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 Charles Foster, of Harrogate, in the county of York, Plumber, Glazier, and Lodging-house Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Henry Boulton Harle, of 19, Victoria-chambers, South-parade, Leeds, in the county of York, Solicitor, on the 13th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1873.

H. B. HARLE, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hugh Dean, residing at No. 37, Longmore-street, Balsall-leath, in the parish of King's Norton, in the county of Worcester, 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 offices of Mr. Henry Hawkes, at No. 14, Temple-street, Birmingham, in the county of Warwick, Attorney-at-Law, on the 9th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1873.

H. HAWKES, 14, Temple-street, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Pountney, of 20th, Bath-street, Birmingham, in the county of Warwick, Gunmaker.

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. 30, Bennett's-hill, Birmingham aforesaid, on the 5th day of December, 1873, at four o'clock in the afternoon precisely.—Dated this 21st day of November, 1873.

EDWIN PARRY, 30, Bennett's-hill, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Matthews, of Rose Villa, Gravelly Hill, near Birmingham, in the county of Warwick, Schoolmaster.

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 Fallows, Solicitor, No. 12, Cherry-street, Birmingham, on the 9th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1873.

WM. FALLOWS, 12, Cherry-street, Birmingham, Attorney for the said William Matthews.

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 Bromley, of Queen-street, Redditch, in the county of Worcester, Printer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Edward Simmons, 28, High-street, Birmingham, on the 9th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

WM. ED. SIMMONS, Attorney for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Richardson, of 45 and 47, High-street, Leicester, in the county of Leicester, Leather and Shoe Factor and General Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of me, the undersigned, Joseph Harvey, 36, Pooklington's-walk, Leicester, on the 2nd day of December, 1873, at half-past twelve o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

JOSEPH HARVEY, Attorney for the said George Richardson.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Elizabeth Banks, of New Bridge-street, in the town and county of Newcastle-upon-Tyne, Grocer, Tea Dealer, and Provision Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Jonathan Embleton Smith von Dommer, No. 34, Pilgrim-street, Newcastle-upon-Tyne, on the 8th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1873.

J. E. S. VON DOMMER, 34, Pilgrim-street, Newcastle-upon-Tyne, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Pearson, of the Rose and Crown Public-house, Saint James'-churchyard, in the city and county of Bristol, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of James S. Pitt, of Albion-chambers East, in the city of Bristol, Public Accountant, on the 9th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1873.

ALBERT ESSERY, Guildhall, Broad-street, Bristol, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Nicholls, of the Red Lion Inn, Mangotsfield, in the county of Gloucester, Beerhouse Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. H. H. Beckingham, Solicitor, Albion-chambers, Bristol, on the 12th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

H. H. BECKINGHAM, Albion-chambers, Broad-street, Bristol, 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 Thomas Field, of the parish of Withington, in the county of Gloucester, 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. Thomas Potter, Solicitor, Northfield House, North-place, Cheltenham, in the county of Gloucester, on the 8th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1873.

THOMAS POTTER, Cheltenham, 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 Alfred Finkell, of Whitby, 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 Mr. J. H. Draper, in Finkle-street, Stockton-on-Tees, on the 11th day of December, 1873, at half-past three o'clock in the afternoon precisely.—Dated this 20th day of November, 1873.

J. H. DRAPER, Stockton-on-Tees, 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 Windsor Morgan, of Stockton-on-Tees, in the county of Durham, Pattern 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 offices of Mr. J. H. Draper, in Finkle-street, Stockton-on-Tees, on the 11th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1873.

J. H. DRAPER, Stockton-on-Tees, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Durham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Forster, of Old Cassop, in the county of Durham, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Marshall and Folkard, 38, Claypath, Durham, on the 9th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

FREDK. FOLKARD, 38, Claypath, Durham, Attorney for the said Thomas Forster.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Durham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Howson, of Clyde-terrace, Spennymoor, in the county of Durham, Builder and Joiner.

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. Marshall and Folkard, 38, Claypath, Durham, on the 10th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

FREDK. FOLKARD, 38, Claypath, Durham, Attorney for the said Thomas Howson.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Murrell, of Stamford, in the county of Lincoln, Inkeeper.

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. Valentine Stapleton, of St. Paul's-street, Stamford aforesaid, Solicitor, on the 15th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1873.

VALENTINE STAPLETON, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Wright, of New Ferry-lane, New Ferry, in the county of Chester, Book-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 Clarendon Rooms, South John-street, Liverpool, in the county of Lancaster, on the 17th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1873.

JOHN WRIGHT.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Stockport.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Dan Wood, of Bredbury, in the county of Chester, Hatter.

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. Vaughan and Son, No. 10, Tiviot-dale, Heaton Norris, in the county of Lancaster, Solicitors, on the 8th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1873.

VAUGHAN and SON, 10, Tiviot-dale, Heaton Norris, Stockport, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Holland, of Duffield, in the county of Derby, Plumber and Painter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Samuel Leech, Solicitor, No. 48, Full-street, Derby, on the 20th day of December, 1873, at ten o'clock in the forenoon precisely.—Dated this 24th day of November, 1873.

SAMUEL LEECH, 48, Full-street, Derby, Attorney for the said William Holland.

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 Lewis Jacobs, now in lodgings at the house of Abraham Joseph Stall, of Pontymorlais, Merthyr Tydfil, in the county of Glamorgan, Hawker, Jeweller, and Glazier, formerly of High-street, Merthyr Tydfil aforesaid, Clothier and General Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John M. Green, 43, Waterloo-street, Birmingham, on the 12th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1873.

JOHN M. GREEN, 43, Waterloo-street, Birmingham, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Rhys Jones, formerly of Dark-gate, in the town of Carmarthen, in the county of Carmarthen, Grocer and Spirit Merchant, but now of the Adelphi Hotel, Wind-street, in the town of Swansea, in the county of Glamorgan, Licensed Victualler.

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. Davies and Hartland, No. 5, Rutland-street, Swansea aforesaid, on the 10th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1873.

DAVIES and HARTLAND, 5, Rutland-street, Swansea, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Eynon, of Union-street, in the town of Swansea, in the county of Glamorgan, Ironmonger.

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. Barnard, Thomas, Tribe, and Company, Albion-chambers, in the city and county of Bristol, on the 15th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1873.

DAVIES and HARTLAND, 5, Rutland-street, Swansea, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Swansea.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Holwill, of No. 31, Lower Oxford-street, in the town of Swansea, in the county of Glamorgan, Tailor and Draper.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Barnard, Thomas, Cawker, and Company, Temple-street, Swansea aforesaid, on the 11th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1873.

DAVIES and HARTLAND, 5, Rutland-street, Swansea, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Tabby, of Kirkley, Lowestoft, in the county of Suffolk, Fish Salesman and Fish 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 Star Hotel, Great Yarmouth, on the 18th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1873.

C. H. WILTSHIRE, Hall-plain, Great Yarmouth, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Musk, of Saint Lawrence, Ilketshall, in the county of Suffolk, Blacksmith and Inkeeper.

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. Overbury and Gilbert, Upper King-street, Norwich, on the 11th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1873.

WALTER OVERBURY, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Reuben Christmas Cook, of Lowestoft, in the county of Suffolk, Furniture Broker and General Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 148, High-street, Lowestoft, Suffolk, on the 15th day of December, 1873, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1873.

WM. R. SEAGO, 148, High-street, Lowestoft, Suffolk, Attorney for the said Reuben Christmas Cook.

The Bankruptcy Act, 1869.

In the County Court of Cardiganshire, holden at Aberystwith.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Hughes Williams, of Princess-street, in the town of Aberystwith, 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 offices of Messrs. Hugh Hughes and Son, North-parade, Aberystwith, Solicitors, on the 6th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1873.

HUGH HUGHES and SON, North-parade, Aberystwith, Attorneys for the said Richard Hughes Williams.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Chelmsford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Thorogood and Arthur Thorogood, of Romford, in the county of Essex, Builders.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. W. R. Preston, No. 7, Mark-lane, in the city of London, on the 8th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1873.

W. RICHD. PRESTON, Attorney for the said George Thorogood and Arthur Thorogood.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Chelmsford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Quintin Dick Greatrex, of Maldon, in the county of Essex, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Crick and Freeman, Solicitors, Gate-street, Maldon, Essex, on the 11th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1873.

CRICK and FREEMAN, Maldon, Essex, Attorneys for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Dorchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Albert Farwell, of No. 1, Grove-buildings, Melcombe Regis, in the county of Dorset, Baker 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 Auction Mart, Market-street, Melcombe Regis, in the county of Dorset, on the 15th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1873.

RICHARD NICHOLAS HOWARD, Melcombe Regis, Dorset, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Luton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Dick Atkin, of Bridge-street, Hitchin, in the county of Hertford, Butcher and Publican.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Wade and Co., in Hitchin aforesaid, on the 8th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1873.

EDWARD HARPER, Shefford, Beds, Attorney for the said Dick Atkin.

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 Joseph Chell, of Parkfield-road, Wolverhampton, in the county of Stafford, Commission Agent, formerly of Bilston-street, Wolverhampton aforesaid, Hay and Straw Dealer and Warehouseman to a Miller.

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 Barrow, Solicitor, 48, Queen-street, Wolverhampton, on the 18th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1873.

CHAS. BARROW, 48, Queen-street, Wolverhampton, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Thurstans, late of Finchfield, in the parish of Penn, in the county of Stafford, Farmer, and now of Union-street, Wolverhampton aforesaid, Licensed Victualler.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Henry Turner, Solicitor, No. 4, Queen-square, Wolverhampton aforesaid, on the 3rd day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1873.

HENRY TURNER, No. 4, Queen-square, Wolverhampton, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Taylor, of No. 156, Waterloo-road, Burslem, in the county of Stafford, Yeast 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 the undersigned, Frederick Crewe Lees, situate at No. 45, Waterloo-road, Burslem aforesaid, on the 5th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 10th day of November, 1873.

FREDK. C. LEES, of No. 45, Waterloo-road, Burslem aforesaid, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Moses Morris, of the Black Horse Inn, Ironmarket, Newcastle-under-Lyme, in the county of Stafford, Beer-house Keeper and Journeyman Cooper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, situate in Market-street, Tunstall, in the said county of Stafford, on the 9th day of December, 1873, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

E. W. HOLLINSHEAD, Tunstall, Attorney for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall,
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Butler, of No. 98, Teddesley-street, Walsall, in the county of Stafford, Bridle Cutter.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Glover, of No. 66, Park-street, Walsall, in the county of Stafford, on the 5th day of December, 1873, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1873.

JOHN GLOVER, No. 66, Park-street, Walsall, Attorney for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Elizabeth Baster, of No. 18, Brittox, in the town of Deves, in the county of Wilts, Berlin Wool and Fancy Goods 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 Royal Hotel, in the city of Bath, in the county of Somerset, on the 12th day of December, 1873, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1873.

HENDERSON, SALMON, and HENDERSONS, 50, Broad-street, Bristol, Attorneys for the said Elizabeth Baster.

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 Joseph Oliver, of Metheringham, in the county of Lincoln, Plumber and Glazier.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. George Jay, Public Accountant, No. 8, Bank-street, Lincoln, on the 3rd day of December, 1873, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1873.

W. T. PAGE, Jr., Flaxen-gate, Lincoln, Attorney for the said Joseph Oliver.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol, removed from the County Court of Wiltshire, holden at Swindon.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Walter Walton Baker, of Oldbury-on-the-Hill, Didmarton, in the county of Gloucester, Saddler and Harness Manufacturer.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Walter Walton Baker will be held at the offices of Messrs. Barnard, Thomas, Tribe, and Company, Albion-chambers, on Monday, the 8th day of December, 1873, at two o'clock in the afternoon

precisely, for the following purposes, namely:—To consider the propriety of sanctioning the acceptance by the Trustee of the estate of the said Walter Walton Baker, of a composition offered by the said Walter Walton Baker of eight shillings and ten pence in the pound on the debts of his creditors, payable by two equal instalments at two and six months respectively from the registration of the resolution of creditors accepting such composition, the last payment of such composition being secured to the satisfaction of the Committee of Inspection, or in such manner, and to such extent as the meeting may determine, and of passing such other resolutions as may be considered necessary or expedient for carrying out such proposed composition, or scheme of settlement of the affairs of the said debtor, or any modification of the same, and of closing the liquidation.—Dated this 25th day of November, 1873.

FUSSELL, PRICHARD and SWANN, Liverpool-chambers, Corn-street, Bristol, Solicitors for and on behalf of Francis Elliott Swann, the Trustee of the estate of the said Walter Walton Baker.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Jones Baker and Walter Walton Baker, both of 143, Temple-street and Victoria-street, in the city and county of Bristol, Saddlers and Harness Manufacturers, trading as Baker and Son.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Henry Jones Baker and Walter Walton Baker will be held at the offices of Messrs. Barnard, Thomas, Tribe, and Company, Albion-chambers, on Monday, the 8th day of December, 1873, at one o'clock in the afternoon precisely, for the following purposes, namely:—To consider the propriety of sanctioning the acceptance by the Trustee of the estate of the said Henry Jones Baker and Walter Walton Baker of a sum of £700 offered by the said Henry Jones Baker, conditional upon his receiving forthwith his order of discharge for all the estate and effects of the above-named Henry Jones Baker and Walter Walton Baker, Baker and Son, such sum being payable by two equal instalments at three months and six months respectively from the registration of the resolutions accepting such offer, the last payment being secured to the satisfaction of the Committee of Inspection, or in such manner as such meeting may determine, and for passing such other resolutions as may be considered advisable for carrying out such proposed scheme, or any modifications of the same, and of granting the discharge of the debtor, and of closing the liquidation.—Dated this 25th day of November, 1873.

FUSSELL, PRICHARD, and SWANN, Liverpool-chambers, Corn-street, Bristol, Solicitors for and on behalf of Francis Elliott Swann, the Trustee of the Estate of the said Henry Jones Baker and Walter Walton Baker.

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 Merrin, of 53, Wood-street, in the city of London, Crinoline Skirt Manufacturer, trading as Henry Merrin and Co., and also of 115A, Stoke Newington-road, in the county of Middlesex, Draper, carrying on business there under the style or firm of A. H. Crosby and Co.

THE creditors of the above-named Henry Merrin 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, William Comben Harvey, of 1, Gresham-buildings, Basinghall-street, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1873.

W. C. HARVEY, 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 Joseph Rowell, of 9, Victoria-chambers, Victoria-street, in the city of Westminster, Wire Fence Contractor, trading under the style or firm of Joseph Rowell and Co.

THE creditors of the above-named Joseph Rowell 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 Francis Day, of the firm of Day and Dungworth, of No. 12, St. James-street, Sheffield, Accountant to the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1873.

HUMPHRY TURNER, 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 Clement Davidson Leggett and John Ross Pugh Leggett, of No. 26, Austin-friars, in the city of London, and Bombay, in the East Indies, Merchants, carrying on business in copartnership, under the style or firm of Leggett and Co., the said Clement Davidson Leggett, also trading as a Merchant on his separate account.

THE creditors of the above-named Clement Davidson Leggett and John Ross Pugh Leggett 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 me, the undersigned, William Hurlbatt, of No. 8, Old Jewry, in the city of London, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

WM. HURLBATT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Suffolk, holden at Ipswich.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Coruwell the younger, of Framlingham, in the county of Suffolk, Coachbuilder.

THE creditors of the above-named Robert Coruwell 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 Frederic Titchmarsh, of 17, Princes-street, Ipswich, 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 24th day of November, 1873.

J. F. TITCHMARSH, 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 Wild, of Bradford-street, Birmingham, in the county of Warwick, Timber Merchant and General Wood Turner.

THE creditors of the above-named Thomas Wild who have not already proved their debts, are required, on or before the 19th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Lomas Harrison, of 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 21st 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 Gustave François Antoine Niay, of the Old-court, back of 28, High-street, Birmingham, Mineral Water Manufacturer.

THE creditors of the above-named Gustave François Antoine Niay 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, Alfred Ebenezer Wenham, of 50, Ann-street, 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 24th day of November, 1873.

ALFRED E. WENHAM, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edmund Morris, of the Swan Inn, in the parish of Upton Warren, in the county of Worcester, Innkeeper and Miller.

THE creditors of the above-named Edmund Morris who have not already proved their debts, are required, on or before the 13th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, David Shaw, of the city of Worcester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 12th day of November, 1873.

DAVID SHAW, Accountant, Pierpoint-street, Worcester, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Woodward, of the Berkeley Arms, Bank-street, in the city of Worcester, Licensed Victualler.

THE creditors of the above-named Thomas Woodward who have not already proved their debts, are required on or before the 20th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, David Shaw, of the city of Worcester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 12th day of November, 1873.

DAVID SHAW, Accountant, Pierpoint-street, Worcester, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Jackson, of No. 7A, Erskine-street, Leicester, in the county of Leicester, Boot and Shoe Manufacturer.

THE creditors of the above-named Joseph Jackson who have not already proved their debts, are required, on or before the 5th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Roberts, of No. 2A, Market-street, Leicester, 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 26th day of November, 1873.

EDWARD ROBERTS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Harrison, of Bridge Mills, near Rochdale, in the county of Lancaster, Grocer, Coal Merchant, and Lime Agent.

THE creditors of the above-named John Harrison 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, William Bentham, of Bacup, in the county of Lancaster, Wholesale Grocer, 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 24th day of November, 1873.

WM. BENTHAM, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Blackburn.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Wolstanholme, of Park View Mill, Great Harwood, near Accrington, in the county of Lancaster, Cotton Manufacturer.

THE creditors of the above-named Robert Wolstanholme 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 Messrs. Sale, Shipman, Seddon, and Sale, Solicitors, 29, Booth-street, in the city of Manchester, the Solicitors for 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 26th day of November, 1873.

JOHN WHITTAKER,
JOHN LANG, Trustees.

The Bankruptcy Act, 1869

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Blackburn.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Henry Garstang and Gerald Edward Willett, of Bank Top Foundry, King-street, Blackburn, in the county of Lancaster, trading in copartnership under the style or firm of Garstang and Willett, as Engineers, Millwrights, and Ironfounders.

THE creditors of the above-named James Henry Garstang and Gerald Edward Willett 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 me, the undersigned, Henry Vaughan, of 61, Princess-street, in the city of Manchester, Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

HENRY VAUGHAN,
HENRY EDGE, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Blackburn.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Garstang, of Clitheroe, in the county of Lancaster, late Surgeon, but now out of business.

THE creditors of the above-named James Garstang 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 me, the undersigned, Henry Vaughan, of 61, Princess-street, in the city of Manchester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

HENRY VAUGHAN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of Samuel Oddy, Edward Oddy, and Alfred Oddy, of the Adelphi Iron Works, Salford, in the county of Lancaster, Machinists, trading under the firm of Samuel Oddy and Sons.

THE creditors of the above-named Samuel Oddy, Edward Oddy, and Alfred Oddy 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 Messrs. Sale, Shipman, Seddon, and Sale, of 29, Booth-street, in the city of Manchester, the Solicitors for the undersigned Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

SAML. BAYLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington,

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Holcroft, of Sankey-street, Warrington, in the county of Lancaster, Roper.

THE creditors of the above-named William Holcroft 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, Thomas Tunstall, of Masonic-chambers, Warrington, Auctioneer and 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 26th day of November, 1873.

THOMAS TUNSTALL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield.

In the Matter of Proceeding for Liquidation by Arrangement or Composition with Creditors, instituted by John Mills Hassall, of Tower Mills, Turn Bridge, in the borough of Huddersfield, in the county of York, formerly carrying on business at Waterloo Mills, Leeds-road, in the borough of Huddersfield aforesaid, Cloth Miller and Finisher.

THE creditors of the above-named John Mills Hassall 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 me, the undersigned, William Schofield, of Queen-street, Huddersfield, in the said county, 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 24th day of November, 1873.

WM. SCHOFIELD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Denison, of Darley-street, Bradford, in the county of York, Draper, trading under the firm of J. and A. C. Denison.

THE creditors of the above-named Joseph Denison 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 me, the undersigned, John Folland Lovering, of No. 35, Gresham-street, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

JNO. F. LOVERING, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Isaac Atkinson and George Cook, of Parliament-street and Jubbergate, both in the city of York, trading in copartnership under the style or firm of Atkinson and Cook, Shoe Dealers.

THE separate creditors of the above-named Isaac Atkinson 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, Robert Murray Burgess, of 1, Wormald-row, Leeds, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

ROBT. M. BURGESS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Isaac Atkinson and George Cook, of Parliament-street and Jubbergate, both in the city of York, trading in copartnership under the style or firm of Atkinson and Cook, Shoe Dealers.

THE creditors of the above-named Isaac Atkinson and George Cook 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, Robert Murray Burgess, of 1, Wormald-row, Leeds, the Trustee under the liquidation, or in default thereof they will be excluded from the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

ROBT. M. BURGESS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Birkenhead.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Smith, of Woodchurch-road, Birkenhead, in the county of Chester, Builder, Contractor, and Dealer in Drain Pipes.

THE creditors of the above-named William Smith who have not already proved their debts, are required, on or before the 12th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Walter Theobalds, of Central-chambers, No. 17, South Castle-street, Liverpool, in the county of Lancaster, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

WALTER THEOBALDS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Howell, of the Cambrian House, Lammas-street, Carmarthen, in the county of the borough of Carmarthen, Draper, Silk Mercer, Hosiery, Haberdasher, and Grocer.

THE creditors of the above-named John Howell 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, Frederick Henry Collison, of No. 99, Cheapside, 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 22nd day of November, 1873.

F. H. COLLISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Portsmouth.

In the Matter of a Special Resolution for Liquidation by Arrangement of the Affairs of James Dodington Carmichael, of the hamlet of Stakes, near Waterloo, in the county of Hants, and now of Waterloo aforesaid, Colonel in Her Majesty's Army.

THE creditors of the above-named James Dodington Carmichael 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, George Augustus Cape, of No. 8, Old Jewry, in the city of London, the Trustee under the liquidation or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

GEO. A. CAPE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Harriet Sarah Dawson, of No. 9, Southgate-street, in the city of Gloucester, Widow, Milliner, and Mantle Designer and Manufacturer.

THE creditors of the above-named Harriet Sarah Dawson 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, William Cornish Cooper, of the firm of Foreman and Cooper, No. 7, Gresham-street, in the city of London, Public Accountants, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

WM. C. COOPER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of David Morgan-Williams, of Bush-street, Pembroke Dock, in the county of Pembroke, Grocer and Provision Dealer.

THE creditors of the above-named David Morgan Williams 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, James Collins the younger, of 39, Broad-street, in the city of Bristol, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1873.

JAMES COLLINS, Jr., Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Dudley.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Benjamin Perry, of Lower Gornal, in the parish of Sedgley, in the county of Stafford, Grocer.

THE creditors of the above-named Benjamin Perry who have not already proved their debts, are required, on or before the 7th day of December, 1873, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Lomas Harrison, of 37, Cannon-street, Birmingham, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1873.

WM. LOMAS HARRISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Southampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward Barnes, of the city of Winchester, in the county of Hants, Brewer.

THE creditors of the above-named Edward Barnes 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, Hugh Wyeth, of Hyde-street, in the city of Winchester, Brewer, 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 24th day of November, 1873.

HUGH WYETH, 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 Henry Merrin, of 53, Wood-street, in the city of London, Crinoline Skirt Manufacturer, trading as Henry Merrin and Co., also trading at 115c, Stoke Newington-road, in the county of Middlesex, as a Draper, under the style of A. K. Crosby.

WILLIAM COMBEN HARVEY, of 1, Gresham-buildings, Basinghall-street, in the city of London, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1873.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Henry Pulaford, late of No. 20, Loughborough-road, North Brixton, in the county of Surrey, at the same time carrying on business at No. 11, Great Newport-street, in the parish of St. Anne's, in the city of Westminster, and now of No. 75, Princes-street, Leicester-square, in the parish of St. James, in the city of Westminster, Builder.

CHARLES FREDERICK BAXTER, of No. 27, King-street, Cheapside, in the city of London, Public Accountant, and Samuel Rufus Carnell, of 39, Moorgate-street, in the city of London, Public Accountant, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 27th day of October 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 Archer Simpson, of 154, Regent-street, in the county of Middlesex, Jeweller and Dressing Case Maker.

GEORGE WILLIAM BETJEMANN, of No. 36, Pentonville-road, Henry Stuart, of 35, Old Change, and Richard Nash Welchman, of Dean-street, Soho, 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 10th day of October, 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 Harley Henry Hughes, of 65, Gloucester-crescent, Regent's-park, in the county of Middlesex, Merchant and Accountant.

JAMES WADDELL, of 12, Queen Victoria-street, in the city of London, Accountant, has been appointed Trustee of the separate property of Harley Henry Hughes. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 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 Edward Hagen and Charles Borrett, of No. 46, Fore-street, Limehouse, in the county of Middlesex, and of Rainham, in the county of Essex Stearine Manufacturers and Copartners, trading under the style or firm of A. L. Newman and Co., also carrying on business in copartnership at Meeson's Wharf, Stratford, and at Dagenham, both in the county of Essex, as Grease and Manure Manufacturers, under the style or firm of C. Borrett and Co.

CHARLES FITCH KEMP, of No. 8, Walbrook, in the city of London, Public 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 19th 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 Edward Hagen and Charles Borrett, of No. 46, Fore-street, Limehouse, in the county of Middlesex, and of Rainham, in the county of Essex, Stearine Manufacturers and Copartners, trading under the style or firm of A. L. Newman and Co., also carrying on business in copartnership at Meeson's Wharf, Stratford, and at Dagenham, both in the county of Essex, as Grease and Manure Manufacturers under the style or firm of C. Borrett and Co.

CHARLES FITCH KEMP, of No. 8, Walbrook, in the city of London, Public Accountant, has been appointed Trustee of the separate property of Edward Hagen. All persons having in their possession any of the

effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 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 Joseph Cawdron, of Heighington, in the county of Lincoln, of no occupation. **L**ANGLEY JOSEPH BRACKENBURY, of Alford, in the county of Lincoln, Solicitor, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1873.

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 George Wilkshire, of No. 66, in Westgate, Bradford, in the county of York, Auctioneer and Hardware and General Dealer.

HENRY HAIGH, of No. 1, New Booth-street, Bradford, in the county of York, Auctioneer and Valuer, 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.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Burnley. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Hudson, of Burnley, in the county of Lancaster, Ironfounder and Machinist.

GEORGE GILL, of No. 12, Hargreaves-street, Burnley, 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 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 21st day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Kelly, of No. 29, Alderson-street, Whit-lane, Pendleton, in the county of Lancaster, Builder, lately carrying on business in copartnership with Isaac Royse, of No. 1, Cannon-street, in the city of Manchester, as Auctioneers and Valuers, under the style of Royse and Kelly.

HENRY ELLIOTT, of No. 1, Cannon-street, in the city of Manchester, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1873.

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 Philip Ashton, of 17, Foley-street, Kirkdale, near Liverpool, in the county of Lancaster, Licensed Victualler.

PETER VINE, of 20, Cable-street, Liverpool aforesaid, 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 25th day of November, 1873.

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 Joseph Hayton Pollard Richardson, of the Primrose Hotel, 169, Primrose-road, Bootle, near Liverpool, in the county of Lancaster, Licensed Victualler, and previously of 39, Cranworth-street, Bootle aforesaid, Master Mariner.

THOMAS HAYES SHEAN, of 30, North John-street, Liverpool aforesaid, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must

deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1873.

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 Richard Davidson, of Cropper's-hill, Ecclestone, Saint Helen's, in the county of Lancaster, Tailor and Draper, and of 89, Church-street, Saint Helen's aforesaid, Boot and Shoe Dealer.

PETER KERR CHESNEY, of Bradford, in the county of York, 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 the debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Storey, of 4, Wilson-street, Sale, in the county of Chester, Painter and Paper-hanger.

GEORGE WHITT, of Lower King-street, Manchester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Simeon Cohen, of 243, High-street West, Glossop, in the county of Derby, previously thereto of 40, Moreton-street, Strangeways, Manchester, in the county of Lancaster, Jeweller and Hawker.

GEORGE WHITT, of 64, Lower King-street, Manchester, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Michael Alfred Moon, of Queen's Park, in the town and county of Chester, Mining Engineer.

CHRISTOPHER HUGHES, of 1, Hampson-street, Salford, in the county of Lancaster, Estate Agent, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1873.

In the London Bankruptcy Court.

A MEETING of the Creditors of William Bone, formerly of the Stock Exchange, in the city of London, Stock Jobber, and of Western-villas, Southall, Middlesex, afterwards of Upton Cottage, Upton, Essex, then of Eton Villa, Castlebar-hill, Ealing, and then of No. 14, Craven-street, Strand, Middlesex, out of business, and of no occupation, adjudicated bankrupt on the 6th day of February, 1871, will be held at the office of Messrs Dod and Longstaffe, at No. 16, Berners-street, in the county of Middlesex, on the 10th day of December, 1873, at three o'clock in the afternoon, for the purpose of considering the propriety of sanctioning the assent by the Trustee to a general scheme of settlement of the affairs of the bankrupt, and for the annulling thereafter of the order of adjudication made against the bankrupt.—Dated this 21st day of November, 1873.

In the County Court of Yorkshire, holden at Bradford.

A MEETING of the Creditors of Robert William Broadbent, of Bradford, in the county of York, Merchant, adjudicated a bankrupt on the 26th day of July, 1870, will be held at the offices of Messrs. H. W. and J. Blackburn, Accountants, Commercial Bank-buildings, in Bradford aforesaid, on Wednesday, the 3rd day of Decem-

ber, 1873, at three o'clock in the afternoon. The object of the meeting is to consider an application to be made by the trustee to the said Court, on Friday, the 12th day of December next, at eleven o'clock in the forenoon, at the County Court-house, in Cheapside, in Bradford aforesaid, for his release.

J. HARTLEY BLACKBURN, Trustee.

In the London Bankruptcy Court.

A FIRST Dividend of 2s. in the pound has been declared in the matter of Apostolos Demetrius Sfezzo, of 38, Threadneedle-street, in the city of London, Stock and Share Dealer, adjudicated bankrupt on the 27th day of May, 1873, and will be paid by me, at my office, Mansion House-chambers, 12, Queen Victoria-street, City, on and after the 1st day of December, 1873.—Dated this 22nd day of November, 1873.

JAMES WADDELL, Trustee.

In the London Bankruptcy Court.

A FIRST Dividend of 2s. 3d. in the pound has been declared in the matter of George William Whitworth, of Kentish-buildings, No. 123, Borough High-street, Southwark, in the county of Surrey, Hop and Seed Merchant, adjudicated bankrupt on the 3rd day of December, 1872, and will be paid by me, at the offices of Messrs. Few and Cole, No. 79, Borough High-street, Southwark, on and after the 8th day of December, 1873.—Dated this 26th day of November, 1873.

P. S. PUNNETT, Trustee.

In the London Bankruptcy Court.

A DIVIDEND of 6s. 6d. in the pound has been declared in the matter of Kate Cull, of No. 4, Amelia-terrace, Northfleet-hill, Northfleet, in the county of Kent, Widow, adjudicated bankrupt on the 14th day of December, 1871, and will be paid by me at the offices of Mr. John Dyer Blake, situate at 3, Lothbury, in the city of London, on and after the 1st day of December, 1873.—Dated this 25th day of November, 1873.

EDMUND GATEWOOD MODRIDGE, Trustee.

In the County Court of Hampshire, holden at Southampton.

A THIRD and Final Dividend of 1s. 9d. in the pound has been declared in the matter of David Fairweather, of No. 9, Portland-place, in the town and county of Southampton, Draper, adjudicated bankrupt on the 31st day of August, 1872, and will be paid by me, at No. 30, Friday-street, in the city of London, on and after the 28th day of November, 1873.—Dated this 25th day of November, 1873.

WILLIAM AFFLECK, Trustee.

In the County Court of Warwickshire, holden at Warwick.

A FINAL Dividend of 2s. 6d. in the pound has been declared in the matter of Edward Pyne Lane, of Leamington Priors, in the county of Warwick, Cornfactor, adjudicated bankrupt on the 23rd day of November, 1872, and will be paid by me, at the bank of Messrs. Greenway, Smith, and Greenway, at Leamington Priors aforesaid, on and after the 1st day of December, 1873.—Dated this 24th day of November, 1873.

WILLIAM HUMPHRISS, Trustee.

In the County Court of Lancashire, holden at Manchester.

A SECOND Dividend of 2s. 6d. in the pound has been declared in the matter of John Bilsborough and Joseph Clarkson Hopwood, of No. 37, Widley-grove, Manchester, in the county of Lancaster, Boot and Shoe Merchants, trading in partnership under the style or firm of Bilsborough and Hopwood, adjudicated bankrupts on the 9th day of January, 1873, and will be paid by me, at No. 2, Victoria-street, in the city of Manchester, on and after the 9th day of December, 1873.—Dated this 25th day of November, 1873.

ARTHUR HINES, Trustee.

In the County Court of Lancashire, holden at Liverpool.

A SECOND and Final Dividend of 1s. 7d. in the pound has been declared in the matter of John Clayton, of 9, Mersey-street, Ligerpool, in the county of Lancaster, Victualler, adjudicated bankrupt on the 17th day of April, 1873, and will be paid by me, at my office, 10, South John-street, Liverpool, on any Wednesday, between the hours of eleven and two.—Dated this 26th day of November, 1873.

HY. BOLLAND, Trustee.

In the County Court of Cumberland, holden at Carlisle.

A SECOND and Final Dividend of 2½d. in the pound has been declared in the matter of John Wilson Willis, of Calden-street, Silloth, in the county of Cumberland, Draper and Dealer in Fancy Goods, adjudicated bankrupt on the 5th day of July, 1872, and will be paid by me, at my office, in King's Arms-lane, in the city of Carlisle, on and after the 9th day of December, 1873.—Dated this 25th day of November, 1873.

JAMES WILLOUGHBY, Trustee.

In the County Court of Yorkshire, holden at Bradford.
A FIRST Dividend of 4s. 6d. in the pound has been declared in the matter of William Cottam, of Lester-hills, in Bradford, in the county of York, Reed and Head Maker, adjudicated bankrupt on the 15th day of July, 1873, and will be paid by me, at my office, 25, Market-street, Bradford, on and after the 6th day of December, 1873.—Dated this 25th day of November, 1873.

WILLIAM GILYARD, Trustee.

The Bankruptcy Act, 1869

In the County Court of Norfolk, holden at Norwich.
 In the Matter of Roger Allday Kerrison and Roger Kerrison (against whom jointly with Sir Robert John Harvey Harvey, Baronet, a Bankruptcy Petition was filed on the 16th day of July, 1870, and against whom respectively a bankruptcy petition was filed on the 21st day of July, 1870), who were adjudicated bankrupts on the 22nd day of July, 1870.

THE Trustee, Mr. Elijah Crosier Bailey, has declared a Sixth Dividend of 6d. in the pound, on all debts proved up to the 24th day of November, 1873 (making with the five dividends already paid, 11s. 6d. in the pound, and the same dividend will be payable on and after Wednesday, the 3rd day of December, 1873. Creditors who have proved their debts may receive cheques, payable at Messrs. Gurneys and Co.'s Bank, Norwich, for their dividends, on applying to the trustee, Crown Bank, Norwich, on and after the said 3rd day of December, 1873, between the hours of twelve o'clock at noon and three o'clock in the afternoon. No dividend can be paid unless the securities held by the creditors are produced.—Dated this 24th November, 1873.

I. B. COAKS, Norwich, Solicitor in the Bankruptcy.

Declaration of Dividend under a Petition, dated 12th July, 1869, against Alfred Caesar Mew, formerly of Lymington, in the county of Hants, Brewer, and now of 277, Gray's-inn-road, in the county of Middlesex, and of Ryde, in the county of Hants, Warehouseman.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 7d. and one-sixteenth of a penny in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two o'clock on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1873.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 25th October, 1869, against Henry Gilbert, of No. 1, High-street, Notting Hill, in the county of Middlesex, also of the Union Timber-yard, Silver-street, Kensington, in the same county, and also of 15, Peel-place, Kensington aforesaid, Timber Merchant and Builder.

NOTICE is hereby given, that the First Dividend at the rate of 9d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1873.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 29th May, 1866, against Thomas Gibbins, of Stowe, near Weedon, in the county of Northampton, Farmer and Builder.

NOTICE is hereby given, that the First Dividend, at the rate of 1s. 8d. in the pound is now payable, and that warrants for the same may be received by those legally entitled at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1873.

PETER PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 4th March, 1862, against John Wells, of Reading, in the county of Berks, Carpenter and Builder.

NOTICE is hereby given, that the First Dividend at the rate of 2½d. in the pound, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, Basinghall-street, City, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 27, 1873.

PETER PAGET, Official Assignee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham.
 In the Matter of Edwin Taylor, of Higginsshaw, near Oldham, in the county of Lancaster, Cotton Spinner, lately carrying on business under the style or firm of Taylor Brothers, a Bankrupt.

WHEREAS under a Bankruptcy Petition presented to this Court against the said Edwin Taylor, an order of adjudication was made on the 4th day of November, 1873. This is to give notice, that the said adjudication was, by order of this Court, annulled on the 24th day of November, 1873.—Dated this 24th day of November, 1873.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Frederick Daniel Sargent, of Stratford, in the county of Essex, Clerk in the service of the Great Eastern Railway Company.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Frederick Daniel Sargent having been given, it is ordered that the said Frederick Daniel Sargent be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court, this 26th day of November, 1873.

By the Court,

W. C. Spring-Rice, Registrar.

The First General Meeting of the creditors of the said Frederick Daniel Sargent is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 11th day of December, 1873, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Honourable William Cecil Spring-Rice, one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Basinghall-street. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against Michael Solomans, of 70, Holywell-lane, Shoreditch, in the county of Middlesex, Clothier.

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 Michael Solomans having been given, it is ordered that the said Michael Solomans be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 26th day of November, 1873.

By the Court,

H. P. Roche, Registrar.

The First General Meeting of the creditors of the said Michael Solomans is hereby summoned to be held at the London Bankruptcy Court, Basinghall-street, in the city of London, on the 18th day of December, 1873, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to Henry Philip Roche, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Basinghall-street. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford. In the Matter of a Bankruptcy Petition against John Alfred Price, of Hanwell, in the county of Middlesex, Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioners, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said John Alfred Price having been given, it is ordered that the said John Alfred Price be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1873.

By the Court,

Wm. Ruston, Registrar.

The First General Meeting of the creditors of the said John Alfred Price is hereby summoned to be held at the Townhall, Brentford, on the 13th day of December, 1873, at half-past ten 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 Surrey, holden at Croydon. In the Matter of a Bankruptcy Petition against William Burton, of No. 4, High-street, Sutton, in the county of Surrey, Chemist and Druggist, and Manager of the Sutton Branch of the London and Provincial Bank Limited.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said William Burton having been given, it is ordered that the said William Burton be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 21st day of November, 1873.

By the Court,

W. H. Rowland, Registrar.

The First General Meeting of the creditors of the said William Burton is hereby summoned to be held at the office of this Court, 104A, High-street, Croydon, on the 9th 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 Essex, holden at Chelmsford. In the Matter of a Bankruptcy Petition against William Henry Hankinson, of Hornchurch, in the county of Essex, Brickmaker.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said William Henry Hankinson having been given, it is ordered that the said William Henry Hankinson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court, this 25th day of November, 1873.

By the Court,

T. M. Gepp, Registrar.

The First General Meeting of the creditors of the said William Henry Hankinson is hereby summoned to be held at the Shirehall, Chelmsford, on the 12th day of December, 1873, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Stockport. In the Matter of a Bankruptcy Petition against Joseph Scragg, of and residing at Hope Mill, Hill-gate, Stockport, in the county of Chester, and carrying on the trade of a Cotton Spinner, at Ashton-under-Lyne, in the county of Lancaster.

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

Joseph Scragg having been given, it is ordered that the said Joseph Scragg be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1873.

By the Court,

Walter Hyde, Registrar.

The First General Meeting of the creditors of the said Joseph Scragg is hereby summoned to be held at the County Court Office, Warren-street, Stockport, in the county of Chester, on the 12th 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 the Registrar. Creditors must forward their Proof of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of a Bankruptcy Petition against Joseph Platt, of Upperwell, Saddleworth, in the county of York, Painter.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act or acts of the Bankruptcy alleged to have been committed by the said Joseph Platt having been given, it is ordered that the said Joseph Platt be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1873.

By the Court,

J. F. Tweedale, Registrar.

The First General Meeting of the creditors of the said Joseph Platt is hereby summoned to be held at the offices of the said Court, Church-lane, in Oldham aforesaid, on the 10th day of December, 1873, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of a Bankruptcy Petition against William James Watson, of 12, Albert-street, in the city of Manchester, Commission Merchant.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said William James Watson having been given, it is ordered that the said William James Watson be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 26th day of November, 1873.

By the Court,

Sam. Kay, Registrar.

The First General Meeting of the creditors of the said William James Watson is hereby summoned to be held at the Court-house, Nicholas-croft, High-street, in the city of Manchester, on the 18th 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 Charles Blatchley, of Warwick-street, and of Caryl-street, Liverpool, in the county of Lancaster, Baker and Flour Dealer.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of Bankruptcy alleged to have been committed by the said Charles Blatchley having been given, it is ordered that the said Charles Blatchley be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 27th day of November, 1873.

By the Court,

James F. Watson, Registrar.

The First General Meeting of the creditors of the said Charles Blatchley is hereby summoned to be held at the Court-house, 80, Lime-street, Liverpool, on the 10th 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 Yorkshire, holden at Bradford. In the Matter of a Bankruptcy Petition against Jabez Smith, of Keighley, in the county of York, Ironmonger.

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 Jabez Smith having been given, it is ordered that the said Jabez Smith be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1873.

By the Court,

Geo. Robinson, Registrar.

The First General Meeting of the creditors of the said Jabez Smith is hereby summoned to be held at this Court, on the 9th day of December, 1873, at 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 William Smith, of Keighley aforesaid, Auctioneer, the Receiver of the property and Manager of the business of the bankrupt appointed by the Court. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

HERON HUDSON, of No. 103, Great Charles-street, Birmingham, in the county of Warwick, Provision Merchant, was adjudged a bankrupt on the 15th day of July, 1873, and the appointment of Trustee, made on the 5th day of August last, having been cancelled by the Court, a General Meeting of Creditors will be held at the Court-house, Waterloo-street, Birmingham aforesaid, on the 10th day of December, 1873.

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.

RICHARD FREE, 15, Temple-row, Birmingham, Attorney for the Petitioning Creditors.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Frank Elmore, formerly of No. 128, Adelaide-road, Saint John's Wood, in the county of Middlesex, but now of No. 30, Colville-square, Notting-hill, in the county of Middlesex, Professional Singer, a Bankrupt.

Charles James Singleton, of No. 46, Southampton-buildings, Holborn, in the county of Middlesex, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 17th 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 25th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of John Maidens Friskney, of West Hartlepool, in the county of Durham, Grocer and Provision Dealer, a Bankrupt.

George Hudson, of Stockton-on-Tees, in the county of Durham, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court, Stockton-on-Tees, on the 9th 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 25th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Felice Bruns, of North Shields, in the county of Northumberland, Ship Broker, a Bankrupt.

William Brook Mortimer, Esq., Registrar of this Court, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Offices, in Newcastle-upon-Tyne, on the 22nd 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 24th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry. In the Matter of John Thomas Tomlinson, of No. 8, Warwick-street, Rugby, in the county of Warwick, Grocer and Tea Dealer, a Bankrupt.

Edward Thomas Peirson, of the city of Coventry, 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 County Hall, in the city of Coventry, on the 9th day of December, 1873, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of John Robins, of Stamford, in the county of Lincoln, Carpenter, Joiner, and Builder, a Bankrupt.

John Snodin, of Stamford, in the county of Lincoln, Butcher, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court, in the New Hall, in Peterborough aforesaid, on the 16th day of December, 1873, at two o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of Herbert Price and John Westall, of No. 5, Crescent, Salford, in the county of Lancaster, Painters and Plumbers, trading under the style of Price and Westall, Bankrupts.

William Butcher, of No. 73, Princess-street, in the city of Manchester, Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the Court-house, Encombe-place, Salford, on the 10th day of December, 1873, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the said bankrupts must deliver them to the trustee, and all debts due to the said bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Peter Joynson, of Liverpool, and London-chambers, Liverpool aforesaid, Cotton Broker, a Bankrupt.

Harmood Walcot Banner, of 24, North John-street, Liverpool, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, 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 26th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of Frederick Lent, of Halifax, in the county of York, Licensed Victualler, a Bankrupt.

Joseph Priestley Birtwhistle, of Halifax 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 County Court-

house, in Halifax aforesaid, on the 17th day of December, 1873, at half-past one o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Sampson Willcocks, of the Fountain Inn, South-street, in the city of Chichester, in the county of Sussex, Licensed Victualler, a Bankrupt.

George Smith, of Westgate, in the city of Chichester aforesaid, Managing Clerk, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, Church-street, Brighton, on the 12th day of December, 1873, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1873.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Moss Cohen, of 14, Ely-place, Holborn, in the county of Middlesex, Importer of French Boots and Shoes, adjudicated bankrupt on the 18th day of September, 1873. Creditors who have not proved their debts by the 16th day of December, 1873, will be excluded.—Dated this 25th day of November, 1873.

Edward Moore, Trustee.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Liverpool.

A Dividend is intended to be declared in the matter of Charles W. Jones, of No. 1, Bath-street, Southport, in the county of Lancaster, Tailor and Outfitter, formerly trading under the style or firm of Jones and Gibson, and lately as C. W. Jones, adjudicated bankrupt on the 9th day of December, 1872. Creditors who have not proved their debts by the 10th day of December, 1873, will be excluded.—Dated this 25th day of November, 1873.

Thomas Walton Gillsbrand, Trustee.

In the County Court of Yorkshire, holden at York.

A Dividend is intended to be declared in the matter of James Baker, of Selby, in the county of York, Flax Dresser, adjudicated bankrupt on the 17th day of September, 1873. Creditors who have not proved their debts by the 15th day of December, 1873, will be excluded.—Dated this 24th day of November, 1873.

*Shepherd Plummer,
Charles Hutchinson, Trustees.*

In the County Court of Hampshire, holden at Southampton,

A Dividend is intended to be declared in the matter of Elizabeth Jones, of Middle Brook-street, in the city of Winchester, Baker and Beer-shop Keeper, adjudicated bankrupt on the 17th day of April, 1873. Creditors who have not proved their debts by the 14th day of December, 1873, will be excluded.—Dated this 22nd day of November, 1873.

Charles Johnson, 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 County Court of Anglesey, holden at Llangefni and Holyhead, at the Court-room, Holyhead, before the Registrar:

William Lloyd Hughes, of Holyhead, in the parish of Holyhead, and of Llanerhymedd, in the parish of Amlwch, in the county of Anglesey, Solicitor, adjudicated bankrupt on the 4th day of July, 1868. A Dividend Meeting will be held on the 16th day of December next, at eleven o'clock in the forenoon precisely.

Hugh Owen, of Cemaes, in the parish of Llanbadrig, in the county of Anglesey, Tailor and Draper, adjudicated bankrupt on the 6th day of December, 1869. A Dividend Meeting will be held on the 16th day of December next, at eleven o'clock in the forenoon precisely.

Hugh Parry, of Llangefni, in the county of Anglesey, Carrier and Leather Dealer, adjudicated bankrupt on the

11th day of August, 1869. A Dividend Meeting will be held on the 16th day of December, 1873, 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 Lancashire, holden at Liverpool. In the Matter of Thomas Martin Blythe, Arthur Moore, and John Moore, of Liverpool, in the county of Lancaster, carrying on business there under the firm of Henry Moore and Company, Bankrupts.

AN Order of Discharge was this day granted to Arthur Moore, one of the above-named bankrupts, who were adjudicated bankrupts on the 9th day of August, 1870.—Dated this 21st day of November, 1873.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Thomas Martin Blythe, Arthur Moore, and John Moore, of Liverpool, in the county of Lancaster, carrying on business there under the firm of Henry Moore and Company, Bankrupts.

AN Order of Discharge from the joint debts of the said firm of Henry Moore and Company was this day granted to Thomas Martin Blythe, one of the above-named bankrupts, who were adjudicated bankrupts on the 9th day of August, 1870.—Dated this 21st day of November, 1873.

THOMAS CHAUNTLER, Esquire, one of the Registrars of the County Court of Warwickshire, holden at Birmingham, authorized to act under a petition for adjudication of bankruptcy made on the 8th day of September, 1859, against Thomas Highway and Charles Highway, of the townships of the borough and foreign of Walsall, in the county of Stafford, Ironmasters, Coalmasters, Iron Manufacturers, Limemasters, Brickmasters, Millers, Maltsters, Bakers, and Provision Dealers and Copartners, and also of the parish of Rushall, in the county of Stafford, Farmers and Copartners, will sit on the 19th day of December, 1873, at two o'clock in the afternoon precisely, at the County Court of Warwickshire, holden at Birmingham, in order to make a Dividend of the estate and effects of the said bankrupts, 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 from the benefit of the said dividend. And all claims not then proved will be disallowed.

THOMAS CHAUNTLER, Esquire, one of the Registrars of the County Court of Warwickshire, holden at Birmingham, authorized to act under a petition for adjudication of bankruptcy, made on the 8th day of September, 1859, against Thomas Highway and Charles Highway, of the townships of the borough and foreign of Walsall, in the county of Stafford, Ironmasters, Coalmasters, Iron Manufacturers, Limemasters, Brickmasters, Millers, Maltsters, Bakers, and Provision Dealers and Copartners, and also of the parish of Rushall, in the county of Stafford, Farmers and Copartners, will sit on the 19th day of December, 1873, at two o'clock in the afternoon precisely, at the County Court of Warwickshire, holden at Birmingham, in order to make a Dividend of the separate estate and effects of Thomas Highway, one of the said bankrupts, when and where the creditors who have not proved their debts are to come prepared to prove the same or they will be excluded from the benefit of the said dividend. And all claims not then proved will be disallowed.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of William Moreton Lettice, now and for the last six months residing and carrying on business at No. 25, Great Hampton-street, Birmingham, in the county of Warwick, as a Tobaccoist and Beer Retailer, and for four years theretofore residing and carrying on the said trades at No. 39, Summer-hill, Birmingham aforesaid, during the whole of the aforesaid periods also following the occupation of a Writing Clerk and Book-keeper, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 21st day of November, 1873,

reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, doth order and declare that the bankruptcy of the said William Moreton Lettice has closed.—Given under the Seal of the Court, this 24th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of John C Anderson, of Sharman's Cross, in the parish of Solihull, in the county of Warwick, Clerk and Book-keeper, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 21st day of November, 1873, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and a dividend of twelve shillings in the pound has been paid, as shown by the statement thereunto annexed, the Court being satisfied that the same is correct, doth order and declare that the bankruptcy of the said John C Anderson has closed.—Given under the Seal of the Court, this 24th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Edmonton. In the Matter of Samuel Marshall Bacon the younger, of Cook's Ferry, Edmonton, in the county of Middlesex, Tavern Keeper or Victualler, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 12th day of September, 1873, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, doth order and declare that the bankruptcy of the said Samuel Marshall Bacon the younger has been closed.—Given under the Seal of the Court this 13th day of September, 1873.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonhouse.

In the Matter of William Adams Couch, of Dartmouth, in the county of Devon, Baker and Grocer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 23rd day of October, 1873, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and the Court being satisfied with the said report, doth order and declare that the bankruptcy of the said William Adams Couch has closed.—Given under the Seal of the Court this 26th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of Joseph Danson, of No. 97, City-road, Hulme, in the city of Manchester, in the county of Lancaster, Grocer and Provision Dealer, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 20th day of November, 1873, reporting that the whole of the property of the bankrupt has

been realized for the benefit of his creditors, and that no dividend has been declared, as shown by the estate book herein, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, doth order and declare that the bankruptcy of the said Joseph Danson has closed.—Given under the Seal of the Court, this 26th day of November, 1873.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester. In the Matter of Edward Jones, of the Canal Saw Mills and Timber Yard, Chester, in the county of Chester, Timber Merchant, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 27th day of October, 1873, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and dividends to the amount of seven shillings and seven pence in the pound had been paid, as shown by the statement thereunto annexed, the Court being satisfied that the whole of the property of the bankrupt has been realized, and dividends to the amount of seven shillings and seven pence in the pound have been paid, as shown by the statement aforesaid, doth order and declare that the bankruptcy of the said Edward Jones has closed.—Given under the Seal of the Court this 26th day of November, 1873.

THE estates of the deceased William Drummond, Grocer, Dunfermline, were sequestrated on the 25th day of November, 1873, by the Sheriff of the county of Fife.

The first deliverance is dated the 25th November, 1873.

The meeting to elect the Trustee and Commissioners is to be held on Friday, the 5th December, 1873, at two o'clock, afternoon, within the Royal Hotel, Dunfermline.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 25th March, 1874.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

JOHN ROSS, Writer, Dunfermline, Agent.

THE estates of Adam Storie, Farmer, Balcove Mains, in the county of Berwick, were sequestrated on the 27th day of November, 1873, by the Sheriff-Substitute of Berwickshire.

The first deliverance is dated 17th November, 1873.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Monday, the 8th day of December, 1873, within Newton's Hotel, Earlston.

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 27th day of March, 1874.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ALEXR. WEATHERHEAD, Solicitor, Dunse, Agent.

All Letters must be Post paid, and all communications on the business of the London Gazette to be addressed to the Office, Princes Street, Storey's Gate, Westminster.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.

Printed and Published by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office, No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlesex.

Friday, November 28, 1873.

Price One Shilling.

