



# The London Gazette.

Published by Authority.

TUESDAY, NOVEMBER 23, 1875.

*St. James's Palace, November 20, 1875.*

**T**HE Queen has been pleased to appoint William Colles, Esq., M.D., Regius Professor of Surgery, Trinity College, Dublin, and Fellow of the Royal College of Surgeons in Ireland, to be Surgeon in Ordinary to Her Majesty in Ireland, in the room of John Hamilton, Esq., resigned.

*Whitehall, November 22, 1875.*

The Queen has been pleased to grant unto the Reverend John William Burgon, B.D., the Deanery of the Cathedral Church of Chichester, void by the death of Doctor Walter Farquhar Hook.

*War Office, November 3, 1875.*

**T**HE Queen has been pleased to issue a new Commission of Lieutenancy for the City of London, constituting and appointing the several persons undermentioned to be Her Majesty's Lieutenants within the said City, viz.:—The Right Honourable David Henry Stone, Lord Mayor of the City of London, and the Lord Mayor of the said city for the time being; Thomas Sidney, Esq., Thomas Qvested Finnis, Esq., Sir Robert Walter Carden, Knt., John Carter, Esq., Sir William Anderson Rose, Knt., William Lawrence, Esq., Sir Benjamin Samuel Phillips, Knt., Sir Thomas Gabriel, Bart., William Fernelley Allen, Esq., Sir James Clarke Lawrence, Bart., Robert Besley, Esq., Sir Thomas Dakin, Knt., Sir Sydney Hedley Waterlow, Bart., and Sir Andrew Lusk, Bart., Aldermen of the city of London; the Right Honourable Russell Gurney, Recorder of the city of London, and the Recorder of the said city for the time being; William James Richmond Cotton, Esq., Thomas Scambler Owden, Esq., Sir Thomas White, Knt., Sir Charles Whetham, Knt., Sir Francis Wyatt Truscott, Knt., William McArthur, Esq., John Whittaker Ellis, Esq., James Figgins, Esq., and Henry Edmund Knight, Esq., Aldermen of the city of London, and the Aldermen of the said city for the time being; Benjamin Scott, Esq., Chamberlain of the city of London, and the Chamberlain of the said city for the time being; John Braddick Monckton, Esq., Town Clerk of the city of London, and the Town Clerk of the said city for the time being; Sir Thomas Chambers, Knt., Common Serjeant

of the city of London, and the Common Serjeant of the said city for the time being; William Hawtrey, Esq., Frederick Farrar, Esq., Thomas Henry Fry, Esq., William Jones, Esq., Blomfield Burnell, Esq., Sir Charles Reed, Knt., Samuel Elliott Atkins, Esq., James Butcher, Esq., Thomas Webber, Esq., Robert Stapleton, Esq., William Webster, Esq., John Parker, Esq., Archibald McDougall, Esq., George Walter, Esq., Henry Lowman Taylor, Esq., John Kelday, Esq., William Cave Fowler, Esq., John Sewell, Esq., Ben Slowman, Esq., Mark Shephard, Esq., Robert Taylor, Esq., Henry Harris, Esq., John King Farlow, Esq., Whinfield Hora, Esq., Arthur Edmund Taylor, Esq., Sir John Bennett, Knt., William Hartridge, Esq., Edgar Breffit, Esq., David Smith, Esq., and John Young, Esq., Deputies of the city of London, and the Deputies of the said city for the time being; Samuel Wilson, Esq., Sir John Musgrove, Bart., James Abbiss, Esq., and John Joseph Mechi, Esq., formerly Aldermen of the city of London; Henry Kebbel, Esq., Robert Butler Whiteside, Esq., Charles Gammon, Esq., Thomas Snelling, Esq., George Bone, Esq., Thomas Bridge Simpson, Esq., Benjamin Bower, Esq., Henry de Jersey, Esq., Thomas White, Esq., John Hawkins Elliott, Esq., William Tegg, Esq., and William George Barnes, Esq., formerly Deputies of the city of London; Henry Hulse Berens, Esq., Arthur Edward Campbell, Esq., Robert Wigram Crawford, Esq., James Pattison Currie, Esq., Benjamin Buck Greene, Esq., Henry Riversdale Grenfell, Esq., Henry Hucks Gibbs, Esq., John Saunders Gilliat, Esq., Charles Hermann Göschen, Esq., James Alexander Guthrie, Esq., Thomson Hankey, Esq., John Benjamin Heath, Esq., Kirkman Daniel Hodgson, Esq., Henry Lancelot Holland, Esq., the Right Honourable John Gellibrand Hubbard, Thomas Newman Hunt, Esq., Alfred Latham, Esq., Thomas Masterman, Esq., James Morris, Esq., George Warde Norman, Esq., Edward Howley Palmer, Esq., Alfred Charles de Rothschild, Esq., Christopher Weguelin, Esq., Clifford Wigram, Esq., Thomas Baring, Esq., the Right Honourable Stephen Cave, Henry Wollaston Blake, Esq., Mark Wilks Collet, Esq., the Right Honourable George Joachim Göschen, Charles Frederick Huth, Esq., George Lyall, Esq., Alexander Matheson, Esq., Albert George Sandeman, Esq., Thomas Charles Smith, Esq., Thomas Matthias Weguelin, Esq., John William Birch, Esq., William Lidderdale, Esq., David Powell, jun., Esq., Herbert Brooks, Esq.,

Ross Donnelly Mangles, Esq., Martin Tucker Smith, Esq., the Right Honourable Sir James Weir Hogg, Bart., Elliot Macnaghten, Esq., William Joseph Eastwick, Esq., John Harvey Astell, Esq., Henry Thoby Prinsep, Esq., Lieutenant-Colonel Sir Henry Creswicke Rawlinson, K.C.B., General Sir Robert John Hussey Vivian, G.C.B., the Right Honourable Sir Laurence Peel, Knt., William Henry Chicheley Plowden, Esq., William Dent, Esq., Sir Dudley Coutts Marjoribanks, Bart., Charles John Manning, Esq., Charles John Baker, Esq., James Whatman Bosanquet, Esq., Henry Lannoy Hunter, Esq., Henry Vigne, Esq., William Pole, Esq., Henry Jeffreys Bushby, Esq., John Neville Warren, Esq., Baron Lionel de Rothschild, Baron Nathan de Rothschild, Sir Moses Montefiore, Bart., Jonathan Muckleston Key, Esq., Sir William Henry Poland, Knt., Thomas Alers Hankey, Esq., Edward Tyrrell, Esq., William Croft, Esq., John Alexander Hankey, Esq., Daniel Britten, Esq., William Hughes Hughes, Esq., Joseph Oldham, jun., Esq., Alfred Wilson, Esq., Cornelius Lea Wilson, Esq., Peter Northall Laurie, Esq., William Peters, Esq., John Masterman, Esq., Frederick Mildred, Esq., James Bentley, Esq., John Pemberton Heywood, Esq., John Pierce Kennard, Esq., Joseph Maynard, Esq., William Robert Maynard, Esq., John Walter, Esq., Charles Feinton Whiting, Esq., Charles Hill, Esq., Heathfield Smith, Esq., Charles Alliston, Esq., Philip Champion Toker, Esq., William Dallison Starling, Esq., John Kinnersley Hooper, Esq., William Fowler Mountford Copeland, Esq., Joseph Anderson, jun., Esq., Samuel Christie-Miller, Esq., Bonamy Dobree, Esq., William Jones Loyd, Esq., John Henry Smith, Esq., William Henry Challis, Esq., Alfred Wilberforce Challis, Esq., John Ridley Hunter, Esq., Robert Bousfield, Esq., Edward Jones Williams, Esq., Edward Hunter, Esq., Edward Masterman, Esq., George Moore, Esq., John Francis Moon, Esq., Richard Nathaniel Phillips, Esq., George Wodehouse Currie, Esq., Lewis Loyd, Esq., Charles Magniac, Esq., James Nugent Daniel, Esq., William Schaw Lindsay, Esq., George Moffat, Esq., Thomas Kerr Lynch, Esq., and Charles Skipper, Esq.; the Right Honourable George Grenfell, Baron Wolverton; Alexander Angus Croll, Esq., Stephen William Silver, Esq., John William Carter, Esq., Alfred James Waterlow, Esq., Henry Wellington Vallance, Esq., Sir Anthony de Rothschild, Bart., Travers Barton Wirt, Esq., Josiah Hale, Esq., Joseph Sebag, Esq., Henry Hill, Esq., James Duke Hill, Esq., Henry Doulton, Esq., Robert Nicholas Fowler, Esq., Patrick Douglas Hadow, Esq., Howard John Kennard, Esq., John Coleridge Kennard, Esq., Hilary Nicholas Nissen, Esq., Nathan Mayer de Rothschild, Esq., James Anderson Rose, Esq.; General the Right Honourable Hugh Henry, Baron Strathnairn, G.C.B.; Lieutenant-Colonel John Rose Holden Rose, Joseph D'Aguilar Samuda, Esq., Charles John Todd, Esq., Thomas White, Esq., William Foster White, Esq., Major-General Sir Andrew Scott Waugh, Knt., Joseph Hoare, Esq., Charles Kaye Freshfield, Esq., Henry Ray Freshfield, Esq., Hugh Mackay Matheson, Esq., Francis Augustus Bevan, Esq., Henry Huth, Esq., John Knowles, Esq., Henry Alers Hankey, Esq., Marmaduke Blake Sampson, Esq., Frederick Collier, Esq., John Robert Thomson, Esq., William Vivian, Esq., William Corrie, Esq., Robert Malcolm Kerr, Esq., Thomas James Nelson, Esq., John Coysgarne Sim, Esq., Thomas Gabriel, Esq., Henry John Tritton,

Esq., John Peter Gassiot, Esq., Percy Shawe Smith, Esq., Alfred James Copeland, Esq., James Sprent Virtue, Esq., George Frederick White, Esq., Samuel Morley, Esq., John Thompson Fletcher, Esq., Mark Cattley, Esq., Richard Whiteman Fall, Esq., John Aldin Moore, Esq., Philip Twells, Esq., Charles Booth, Esq., James Pearce Allen, Esq., Arthur Burnand, Esq., Jeremiah Colman, Esq., William Sedgwick Saunders, Esq., Doctor of Medicine, William Holm Twentyman, Esq., Sir Francis Lycett, Knt., Ferdinand Brand, Esq., William Collinson, Esq., George Croshaw, Esq., Sir John Lubbock, Bart., Charles William Cookworthy Hutton, Esq., Francis Tagart, Esq., Edwin Lawrence, Esq., Samuel Henry Phillips, Esq., Charles Robert Besley, Esq., Oswald Augustus Smith, Esq., Eric Carrington Smith, Esq., Sir Francis Hicks, Knt., George Faudell Phillips, Esq., John Fenwick Fenwick, Esq., Reginald Northall Laurie, Esq., John George Maclean, Esq., Joseph Dakin, Esq., Bartle John Laurie Frere, Esq., James Lionel Ridpath, Esq., James Spicer, Esq., Montagu Cleugh Wilkinson, Esq., Henry Horton, Esq., Septimus Davidson, Esq., Joseph Travers Smith, Esq., Richard Rothwell, Esq., Frederick Thomas Isitt, Esq., John Hampton Hale, Esq., Robert Jones, Esq., Robert White, Esq., John Flower Jackson, Esq., Frederick William Harris, Esq., Walter Blanford Waterlow, Esq., Sir Frederick Perkins, Knt., William Hamilton Crake, Esq., William Haywood, Esq., Henry Bayley, Esq., Edward Brooke, Esq., Alfred Jameson Waterlow, Esq., James Freeman Truscott, Esq., Edward Levy, Esq., William Henry Willans, Esq., John Fleming, Esq., Mungo McGeorge, Esq., Cyril Flower, Esq., David de Stern, Esq., John Merry Le Sage, Esq., James Johnstone, Esq., Stephen Philpot Low, Esq., William Lawley, Esq., Henry Palmer Stone, Esq., Henry Hodsoll Heath, Esq., Edward Hart, Esq., Campbell Clarke, Esq., William Hewitt, Esq., John Richard Somers Vine, Esq., and Alexander John Baylis, Esq.

(M. 16394).

*Marine Department, Board of Trade,*

*Whitehall Gardens, November 19, 1875.*

THE Board of Trade have received from the Secretary of State for Foreign Affairs the accompanying copy of a translation of a Decree of the Spanish Government relating to fines on vessels arriving in Spanish ports without proper manifests:

Translation.

*Ministry of Finance.*

SIR,—In conformity with the Report made by the Ministry of State, His Majesty the King (whom God preserve) has thought fit to order that captains of vessels coming from foreign ports where there are Spanish Consuls or Consular Agents, and not holding the manifest with the visa of the said functionaries as ordered by the Decree of 30th May, 1873, shall pay at the Custom-houses, besides the fines laid down in the said Decree, the consular fees according to the following rules:—

1. When the vessel brings a general cargo in packages (en bultos) Article 48 of the consular tariff in force will be applied.
2. When she brings a cargo in bulk (a granel), or when the cargo is within the conditions set forth in Article 50, Article 49 of the same tariff will be applied thereto.
3. The captains are also subject to the payment for countersignature of the roll, in conformity

with Article 1 and following Articles, according to the special circumstances of each vessel; they are likewise subject to that which is laid down in Article 54 concerning the drawing up or legalising of the manifest, and to that which is specified in Article 58 concerning the bills of health and their countersignature.

4. When the vessel comes in ballast, without performing any commercial operation, she is exempt from all consular fees directly affecting the vessel and navigation.

By Royal Order I communicate this to you for your information, and that you may order it to be fulfilled by the Custom-houses of the kingdom.

God, &c.

(Signed) SALAVERRIA.

Madrid, 6th October, 1875.

To the Director-General of Customs.

Admiralty, 20th November, 1875.

Royal Marines.

The following promotion has taken place in the Royal Marine Artillery, viz. :—

Lieutenant Augustus James Hill to be Captain, vice Captain and Brevet Major Edward Gladstone, placed on half-pay. Dated 16th November, 1875.

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

Fleet Surgeon William Edward O'Brien has been placed on the Retired List from the 18th instant.

War Office, Pall Mall,  
23rd November, 1875.

#### BREVET.

Major Edward Osborne Hewett, Royal Engineers, to have the local rank of Lieutenant-Colonel in Canada, whilst holding the appointment of Commandant of the Royal Canadian College. Dated 1st October, 1875.

The following Officers having completed the qualifying service in the rank of Lieutenant-Colonel to be Colonels, viz. :—

Lieutenant-Colonel Richard Armstrong Roberts, Royal (late Madras) Engineers. Dated 13th October, 1875.

Lieutenant-Colonel Richard Hiram Sankey, Royal (late Madras) Engineers. Dated 15th October, 1875.

Lieutenant-Colonel Alexander Urquhart Hamilton Finch, Royal (late Bombay) Engineers. Dated 17th October, 1875.

#### MEMORANDUM.

Quartermaster George Sturrock, half-pay, Royal Engineers, has been permitted to commute his retired allowance. Dated 12th October, 1875.

In the Matter of the Imperial Gas Light and Coke Company, the Independent Gas Light and Coke Company, and The Gas Light and Coke Company.

NOTICE is hereby given, that a scheme for the amalgamation of the Imperial Gas Light and Coke Company and the Independent Gas Light and Coke Company with The Gas Light and Coke Company, in pursuance of sections 18 to 24 in-

clusive of "The City of London Gas Act, 1868," and of section 56 of "The Gas Light and Coke Company's Act, 1871," has been submitted to the Board of Trade.

And notice is hereby further given, that a copy of the proposed scheme may be obtained at the Office of the Board of Trade, and that any objections or representations may be brought before the Board of Trade in writing, on or before the 7th day of December next, addressed to the Assistant-Secretary of the Railway Department, Board of Trade, Whitehall-gardens.

A copy of such objections or representations must at the same time be sent to Messrs. Wyatt, Hoskins, and Hooker, of 28, Parliament-street, Westminster, the Agents for the said scheme. Board of Trade, November 22, 1875.

#### NOTICE TO MARINERS.

(No. 163.)—AFRICA—WEST COAST.

*Fixed Light at Benguela.*

INFORMATION has been received through Commodore Sir W. N. W. Hewett, K.C.B. (West Coast of Africa Squadron), that a *fixed* white light is exhibited from the fort at Benguela, which in clear weather should be seen from seaward for a distance of 5 miles.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
16th November, 1875.

This Notice affects the following Admiralty Charts :—Benguela Bay, No. 627; and Anno Bom to Hollams Islands, No. 595: Also, Admiralty List of Lights on the West Coast of Africa, &c., page 6; and African Pilot, Part II., 2nd Edition, page 133.

#### NOTICE TO MARINERS.

(No. 164.)—UNITED STATES—MAINE—MACHIAS BAY.

(1.) *Fixed Red Light on Avery Rock.*

THE United States Government has given notice, that from the 16th October, 1875, a light would be exhibited from a lighthouse recently erected on the south end of Avery Rock, Machias Bay.

The light is a *fixed red* light, elevated 59 feet above the level of high water, and in clear weather should be seen from a distance of 13 miles.

The illuminating apparatus is catoptric or by reflectors, of the fifth order.

The tower, 36 feet high, is square, rises from the centre of the keeper's dwelling, and is painted white. From the lighthouse, Libby Island lighthouse bears S.W. by S., distant 5½ miles. Position, lat. 44° 39' N., long. 67° 21' W.

In thick or foggy weather a bell will be sounded, thus :—Alternately, at intervals of thirty seconds, one blow, and two blows.

#### FRENCHMAN BAY.

(2.) *Fixed Red Light on Egg Rock.*

Also, that from the 1st November, 1875, a light would be exhibited from a lighthouse recently erected on the highest part of Egg Rock, Frenchman Bay.

The light is a *fixed red* light, elevated 67 feet above the level of high water, and in clear weather should be seen from a distance of 14 miles.

The illuminating apparatus is catoptric or by reflectors, of the fifth order.

The tower, 36 feet high, is square in form, rises from the centre of the keeper's dwelling, and is painted white. Position, lat.  $44^{\circ} 21' 15''$  N., long.  $68^{\circ} 8' W$ .

In thick or foggy weather a bell will be sounded, thus:—Alternately, at intervals of thirty seconds, one blow, and two blows.

#### FLORIDA—AMELIA ISLAND.

##### (3.) Alteration in Colour of the Front Beacon, South Range.

Also, that in the month of November, 1875, the Front Beacon of the South Range, Amelia Island, will be painted black, instead of brown and white, as at present.

#### TEXAS.

##### (4.) Temporary Removal of Galveston Light-Vessel.

Also, that the Galveston Light-vessel parted her moorings on the 16th September last, and that she will undergo repairs before resuming her station.

Due notice of her re-establishment will be given.

[All bearings are magnetic. Variation  $15\frac{1}{2}^{\circ}$  Westerly in 1875.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
17th November, 1875.

This Notice affects the following Admiralty Charts:—

(1.) and (2.) Halifax to Delaware, No. 2670; and Bay of Fundy to Long Island, No. 2492: Also, Admiralty List of Lights in the United States of America, 1875, page 4; and Sailing Directions for South-east Coast of Nova Scotia and Bay of Fundy, 2nd Edition, pages 229 and 232.

(3.) Admiralty List of Lights in the United States of America, 1875 No. 297; and Sailing Directions for the Principal Ports on the East Coasts of the United States of America, 2nd Edition, page 106.

(4.) Temporarily affects the following Admiralty Charts:—Louisiana and Texas Coasts, No. 1639; and Galveston Bay, No. 2831: Also, Admiralty List of Lights in the United States of America, 1875, No. 352.

#### NOTICE TO MARINERS.

##### (No. 165.)—NORTH ATLANTIC—COAST OF PORTUGAL.

###### *Cape Roca Light.*

INFORMATION has been received from the Portuguese Government, that the red flash of the revolving light at Cape Roca has for some time been discontinued, and that the light shows a bright flash every minute and three quarters.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
17th November, 1875.

This Notice affects the Admiralty List of Lights on the North and West Coasts of France, Spain, and Portugal, &c., 1875, No. 325; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 2nd Edition, page 260.

#### NOTICE TO MARINERS.

##### (No. 166.)—NORTH AMERICA, WEST COAST—SAN FRANCISCO HARBOUR.

###### *Fixed Light on Yerba Buena Island.*

THE United States Government has given notice, that from the 1st October, 1875, a light would be exhibited from a lighthouse recently erected on the south-east point of Yerba Buena Island, San Francisco Harbour.

The light is a fixed white light, elevated 93 feet above the level of high water, and in clear weather should be seen from a distance of 15 miles.

The illuminating apparatus is catoptric or by reflectors, of the fifth order.

The lighthouse, 21 feet high, is built of wood, hexagonal in shape, and painted light brown. Position, lat.  $37^{\circ} 48' 15'' N$ ., long.  $122^{\circ} 21' 45'' W$ .

Also, with reference to Notice to Mariners No. 3, dated 7th January, 1875, on the establishment of a fog bell on the south-east end of Yerba Buena:—

In thick or foggy weather a steam fog whistle will be sounded for four seconds at intervals of sixteen seconds. When fogs set in very suddenly a bell will be rung at intervals of ten seconds, until the steam is up to work the whistle.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
17th November, 1875.

This Notice affects the following Admiralty Charts:—Cook River to California, No. 2461; Diego Bay to Cape Mendocino, No. 2530; and San Francisco Harbour, No. 591; Also, Admiralty Lists of Lights in South America, Western Coast of North America, &c., 1875, page 12.

#### NOTICE TO MARINERS.

##### (No. 167.)—INDIA—WEST COAST—KATTYWAR.

###### *Fixed Light at Dwarka.*

THE Government of India has given notice, that a light is exhibited from a lighthouse at Dwarka Point, Kattywar Coast.

The light is a fixed white light, elevated 70 feet above the level of high water, and in clear weather should be seen from a distance of 10 miles.

The lighthouse, 40 feet high, is a square stone building, situated 117 yards within the high-water line. Position, lat.  $22^{\circ} 14' N$ ., long.  $68^{\circ} 57' E$ .

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
17th November, 1875.

This Notice affects the following Admiralty Charts:—Sind and Kutch Coast, No. 42; Gulf of Kutch, No. 43; Kutch Gulf to Viziadroog, No. 2736; and Indian Ocean, No. 748 b: Also, Admiralty List of Lights in South Africa, East India, &c., 1875, page 8; and West Coast of Hindostan Pilot, page 194.

#### NOTICE TO MARINERS.

##### (No. 168.)—CHINA, EAST COAST—SAN-MUN BAY.

###### (1.) Position of Heroine Rock.

WITH reference to the several positions hitherto assigned to the sunken Heroine Rock, at the entrance to San-Mun Bay, east coast of China;

The following particulars by Commander E. O. Matthews, United States ship *Ashuelot*, have

been received from the United States Government, viz. :—

When on the passage from Ning-po to Foochow, the sea was observed breaking heavily on the Heroine Rock, boats were lowered and soundings taken as near the danger as possible, 8 to 9 fathoms being found.

The position assigned to Heroine Rock by Commander Matthews is on the following bearings, viz. :—

South end of Sanchesan (Triple Island), W.  $\frac{1}{2}$  S.  
South-west end of Lea-ming Island, N.W. by W.  $\frac{3}{4}$  W.

West extreme of Montague Island, N.  $\frac{3}{4}$  E.

Soundings were also taken over the several positions of the Heroine Rock marked on the charts, but no indication of dangers was found; the native fishermen further stated that only one sunken rock exists in the locality.

**EASTERN ARCHIPELAGO—JAVA SEA.**

**(2.) Sunken Rock off Bawean Island.**

Information has been received from Mr. George Butchard, Master of the *S. S. Milton*, that his vessel struck on a sunken danger about 4 miles westward of Bawean Island.

This danger (*Milton Rock*) was found to consist of coral, to extend about 270 yards in a N.W. and S.E. direction, and to have 16 feet on its shoalest part, deepening all round to 4  $\frac{1}{2}$  and 6 fathoms, and then to 18 fathoms. The following bearings for the position of this danger are given by Mr. Butchard :—

South-west point of Bawean Island, S.E. by E.  
North do., do. (Tienio Point), N.E. by E.  
Small Islet (Nusa), N.E.  $\frac{1}{2}$  N.

These bearings place the rock in lat. 5° 44' S., long. 112° 33' E.

[All bearings are Magnetic. Variation San-Mun Bay 2° Westerly. Bawean Island  $\frac{1}{4}$ ° Easterly in 1875.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
17th November, 1875.

This Notice affects the following Admiralty Charts :—

(1.) Hieshan Islands to the Yang-tse-Kiang, No. 1199; Islands between Formosa and Japan, No. 2612; and San-Mun Bay, No. 1994: Also, the China Sea Directory, Vol. III, page 294.

(2.) Eastern Archipelago, No. 941 *b*; Australia General, No. 2759 *b*; and Indian Ocean, No. 748 *b*.

**NAVAL PRIZE MONEY.**

*Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, November 20, 1875.*

NOTICE is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the tonnage bounty and proceeds awarded for the slave dhow "Chunga Amoina," captured on the 23rd of July, 1874, by Her Majesty's ship "Thetis."

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

Due notice will be given, by future advertise-

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

**NOTICE OF INTENDED DISTRIBUTION OF NAVAL PRIZE MONEY.**

*Department of the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, November 18, 1875.*

NOTICE is hereby given to the Officers, Seamen, and Marines, and to all persons interested therein, that the distribution of the tonnage bounties, &c., awarded for two slave dhows, names unknown, captured on the 7th and 8th of December, 1874, respectively, by Her Majesty's ship "Rifleman," will commence on Tuesday, the 30th instant, in the Prize Branch of the Department of the "Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, New-street, Spring-gardens, S.W."

Agents and other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be legally entitled to claim the share of any captor serving in the above-named ship, are requested to present the same at this office.

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

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

	£	s.	d.
Flag . . . . .	3	10	8
Commander . . . . .	10	5	1
Third class . . . . .	4	13	4
Fourth class . . . . .	3	2	2
Fifth class . . . . .	1	17	5
Sixth class . . . . .	1	11	1
Seventh class . . . . .	1	1	9
Eighth class . . . . .	0	12	6
Ninth class . . . . .	0	6	2
Tenth class . . . . .	0	3	1

**A PROCLAMATION.**

Isle of Man to Wit.

By His Excellency Henry Brougham Loch, Esq., C.B., Lieutenant-Governor of the said Isle.

WHEREAS by the Cattle Diseases Prevention Acts, it is, amongst other things, enacted that it shall be lawful for the Governor, by and with the advice and consent of any two members of the Council, to make such Orders and Regulations, and to take such measures as may appear to be necessary for preventing the introduction and spreading into and through this Isle of any contagious or infectious disease, and of regulating the importation of animals from parts beyond the sea.

And whereas it is deemed advisable to issue Orders and Regulations in regard to the same.

Now, therefore, the Lieutenant-Governor, by and with the advice and consent of two members of the Council, doth hereby by virtue, and in exercise of the powers given by the said Acts

Order as follows:—

1. That the expression "Animal" shall include all cattle and sheep as defined by the said Acts, and any pig, boar, hog, sow, or goat.
2. Before any animals can be landed in this Isle, it must be certified by an Inspector of Cattle, to be appointed by the Lieutenant-Governor, that there is no appearance of the foot-and-mouth disease amongst them. Upon this being certified in writing to the Collector of Customs at the port of entry, permission will be given for the animals to be landed at such place and kept within such limits as an Inspector may direct for a period of six days, at the end of which time upon an Inspector certifying that there is no appearance of the foot-and-mouth disease they may be removed by the owners.
3. In the event of an Inspector appointed by the Lieutenant-Governor certifying in writing to the Collector of Customs that the foot-and-mouth disease exists on board any vessel importing animals, none of the animals on board such vessel shall be allowed to land.
4. In the event of doubt existing in the mind of an Inspector whether any of the animals being imported are affected by the foot-and-mouth disease, two more Inspectors shall be called in, and their decision given in writing shall be final.
5. In the event of the decision of the Inspectors being that the symptoms are not those of foot-and-mouth disease, then upon this being certified in writing to the Collector of Customs permission will be given for the animals to be landed; those, however, respecting which a doubt exists, to be separated and kept within such limits as the Inspectors may direct for a period of six days, at the end of which time, on the Inspector certifying that there is no appearance of foot-and-mouth disease, they may be removed by the owner.
6. The owner will be responsible for the animals being provided with the necessary food during the period they are kept in quarantine.
7. In the event of foot-and-mouth disease breaking out amongst any of the animals while in quarantine, the same shall be removed to another part of the quarantine ground, and kept isolated until the Inspector reports in writing that there is no further appearance of foot-and-mouth disease; when they may be removed by the owner; and the period of quarantine for the animals that were in immediate contact, or within the same yard or enclosure as the animal or animals so infected, shall commence afresh from the day of such removal.
8. The above orders to take effect from the date hereof, and to continue in force until the 31st December next.

HENRY B. LOCH, Lieut.-Governor.

Given this 28th October, 1875.

New South Wales Government Debentures for £1,000,000, issued under the authority of the Act 34 Vict. No. 11, of the Colonial Legislature.

THE Bank of New South Wales, as Agents for the Government of New South Wales, hereby give notice, that the Fourth Annual Draw-

ing of £20,000 of the above Debentures for payment, will take place (in conformity with the terms of the said Debentures), at their office, No. 64, Old Broad-street, in the city of London, on Monday, the 13th day of December next, at noon, when holders of the said Debentures are entitled and invited to be present.

By order of the London Board,

*John Currie*, Secretary.

London, No. 64, Old Broad-street,  
19th November, 1875.

NOTICE is hereby given, that a separate building, named the Primitive Methodist Chapel, situate at Carlisle-terrace, in the parish of Hook, in the county of York, in the district of Goole, being a building certified according to law as a place of religious worship, was, on the 18th day of October, 1875, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the building known as the Primitive Methodist Chapel, situate at North-street, in Goole, in the said county of York, now disused.

Witness my hand this 3rd day of November, 1875.

*Geo. England, jun.*, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Wesleyan Chapel, situate at Cricklade, in the parish of Cricklade St. Mary, in the county of Wilts, in the district of Cricklade, being a building certified according to law as a place of religious worship, was, on the 12th day of November, 1875, duly registered for solemnizing marriages therein, pursuant to the Act 6th and 7th Wm. 4, cap. 85.

Witness my hand this 13th day of November, 1875.

*Edward Dodd*, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Bethel Chapel, situate at Queen-street, in the parish of Hitchin, in the county of Hertford, in the district of Hitchin, being a building certified according to law as a place of religious worship, was, on 15th day of November, 1875, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.

Witness my hand this 17th day of November, 1875.

*G. A. Passingham*, Superintendent Registrar.

NOTICE is hereby given, that an agreement authorized by 18 and 19 Vict., c. 63, s. 13, for the dissolution of a Friendly Society, called the Lily of Avon Lodge, held at the Rolling Mill Inn, Cwm Avon, in the county of Glamorgan, was transmitted to the Registrar of Friendly Societies in England on the 17th day of November, 1875.

*J. M. Ludlow*, Chief Registrar of Friendly Societies for the Central Office.

London, 18th day of November, 1875.

In the High Court of Justice.—Chancery Division.  
Master of the Rolls.

(Transferred from the High Court of Chancery.)

In the Matter of the Cowbridge Railway, and in the Matter of the Railway Companies Act, 1867.

NOTICE is hereby given, that a petition was, on the 2nd day of November, 1875, presented to the Master of the Rolls by the major

part of the Directors of the above-named Company, praying the confirmation of a Scheme of Arrangement between the said Company and their creditors, filed in the Court of Chancery on the 24th day of July, 1875, subject to such alterations or modification of the said Scheme as shall be in accordance with a resolution passed at an extraordinary general meeting of the Company, held on the 17th day of August, 1875, approving of the scheme, subject to the amount to be paid on the Company's Ordinary Stock after payment of a dividend of two and a-half per cent. per annum on the B Debenture Stock and two per cent. per annum on the C Debenture Stock being increased from 10s. to 15s. per cent. per annum, and subject to the Chairman of the new Board of Directors being always one of the Shareholders' Directors; and that the said petition is directed to be heard before the Master of the Rolls, on the 11th day of December, 1875; and any person whose interests are affected by such scheme, and who may be desirous to oppose the making of an order for the confirmation thereof, under the above Act, should enter an appearance at the office of the Clerks of Record and Writs, two clear days before the said 11th day of December, 1875, and appear by himself or counsel at the hearing of the said petition; and a copy of the scheme and petition will be furnished to any person requiring the same by the undersigned, or at the office of the Company, at

Cowbridge, on payment of the regulated charge for the same.

*Clennell and Fraser*, of 6, Great James-street, Bedford-row; Agents for *Colborne and Ward*, of Newport, Monmouth, Solicitors for the Petitioners.

**COTTON STATISTICS' ACT, 1868.**

RETURN of the Quantities of COTTON Imported and Exported at the various Ports of the United Kingdom during the Week ended 18th November, 1875.

	Imports.		Exports.	
	Bales.		Bales.	
American ... ..	18,560		1,826	
Brazilian ... ..	4,546		250	
East-Indian ... ..	2,302		410	
Egyptian ... ..	9,537		22	
Miscellaneous ... ..	3,410		259	
<b>Total ... ..</b>	<b>38,355</b>		<b>9,767</b>	

Dated November 19, 1875.

R. VALPY,

Statistical and Commercial Department,  
Board of Trade.

A RETURN showing the Amount received from, and paid to, Savings Banks and Post Office Savings Banks in the United Kingdom by the Commissioners for the Reduction of the National Debt, during the Four Weeks ending 20th November, 1875.

	Total Amount received by the Commissioners.			Total Amount paid by the Commissioners.		
	£	s.	d.	£	s.	d.
<b>SAVINGS' BANKS—</b>						
In Money and Interest credited ... ..	86,221	14	6	56,832	18	1
To Transfer Certificates from Post Office Savings Banks to Savings Banks ... ..	954	12	1	.....		
By Transfer Certificates from Savings Banks to Post Office Savings Banks ... ..	.....			1,072	14	7
<b>Total ... ..</b>	<b>£87,176</b>	<b>6</b>	<b>7</b>	<b>£57,905</b>	<b>12</b>	<b>8</b>
<b>POST OFFICE SAVINGS' BANKS—</b>						
In Money and Interest credited ... ..	142,371	10	7	.....		
To Transfer Certificates from Savings Banks to Post Office Savings Banks ... ..	1,072	14	7	.....		
By Transfer Certificates from Post Office Savings Banks to Savings Banks ... ..	.....			954	12	1
<b>Total ... ..</b>	<b>£143,444</b>	<b>5</b>	<b>2</b>	<b>£954</b>	<b>12</b>	<b>1</b>

	At 20th November, 1875.			At corresponding period last Month.			At corresponding period last Year.		
	£	s.	d.	£	s.	d.	£	s.	d.
Total Amount at the credit of:—									
The Fund for the Banks for Savings	41,678,291	19	5	41,649,021	5	6	40,776,131	0	3
The Post Office Savings Banks Fund	25,571,919	18	8	25,429,430	5	7	23,411,112	1	8
<b>Total ... ..</b>	<b>67,250,211</b>	<b>18</b>	<b>1</b>	<b>67,078,451</b>	<b>11</b>	<b>1</b>	<b>64,187,243</b>	<b>11</b>	<b>11</b>

ALEX. J. FINLAISON, Check Officer,  
National Debt Office, November 22, 1875.

C. RIVERS-WILSON,  
Comptroller-General.

THE CONTAGIOUS DISEASES (ANIMALS) ACT, 1869.

RETURN of the NUMBER of PLACES in GREAT BRITAIN upon which Contagious or Infectious Disease has been reported to have existed during the Week ended November 13th, 1875, with particulars relating thereto.

I. CATTLE-PLAGUE.

NIL.

II. PLEURO-PNEUMONIA.

	Farms or other Places.			Healthy Cattle on infected Premises.		Cattle Attacked.		Diseased Cattle.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Slaughtered.	Removed.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Cattle Attacked.
ENGLAND.													
COUNTY.*													
Bedford ... ..	1	1	2	...	...	1	1	2	...	...	...	1	1
Berks ... ..	1	...	1	...	...	...	1	1	...	...	...	...	...
Buckingham ... ..	7	1	8	...	8	...	4	4	...	...	...	...	...
Cambridge (ex. Liberty of Isle of Ely)	1	2	3	1	...	...	3	2	...	...	1	...	...
Cumberland... ..	3	...	3	...	...	...	...	...	...	...	...	...	...
Durham ... ..	...	...	...	...	...	...	...	...	...	...	...	1	1
Essex ... ..	6	...	6	...	3	...	5	5	...	...	...	...	...
Hants ... ..	1	1	2	...	...	...	2	2	...	...	...	...	...
Huntingdon... ..	2	...	2	...	...	...	...	...	...	...	...	...	...
Kent (ex. Metropolis)	2	1	3	...	...	...	4	4	...	...	...	...	...
Lancaster ... ..	6	2	8	...	...	...	2	2	...	...	...	1	1
Leicester ... ..	1	...	1	...	...	...	...	...	...	...	...	...	...
Middlesex (ex. Metropolis)	9	...	9	1	1	...	...	...	...	...	...	...	...
Norfolk ... ..	6	5	11	...	...	...	12	9	...	...	3	...	...
Northampton (ex. Soke of Peterboro')	2	2	4	...	...	...	3	3	...	...	...	...	...
Northumberland ... ..	1	...	1	...	...	1	...	1	...	...	...	1	1



IV. SHEEP-SCAB.

	Farms or other Places.			Healthy Sheep on infected Premises.		Sheep Attacked.		Diseased Sheep.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Slaughtered.	Removed.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Sheep Attacked.
<b>ENGLAND.</b>													
<b>COUNTY.*</b>													
Bedford ... ..	3	...	3	...	...	176	...	...	...	...	176	...	...
Buckingham ... ..	4	...	4	...	...	111	30	...	...	...	141	...	...
Chester ... ..	1	2	3	...	...	1	5	...	...	...	6	...	...
Cornwall ... ..	5	4	9	...	...	148	76	...	...	...	224	...	...
Cumberland... ..	4	1	5	...	...	14	3	...	...	2	15	...	...
Devon ... ..	22	3	25	...	...	498	42	...	...	14	526	4	20
Durham ... ..	3	2	5	...	...	19	50	...	...	...	69	...	...
Essex ... ..	1	...	1	...	...	15	...	...	...	15	...	...	...
Huntingdon... ..	2	...	2	...	...	55	...	...	...	55	...	...	...
Kent (ex. Metropolis)	8	2	10	...	...	400	19	...	...	1	418	...	...
Lancaster ... ..	1	...	1	...	...	4	...	...	...	...	4	1	4
Leicester ... ..	3	...	3	...	...	121	2	...	...	2	121	...	...
Monmouth ... ..	15	9	24	6	...	183	136	...	...	62	257	28	519
Norfolk ... ..	3	...	3	...	...	550	...	...	27	523	...	...	...
Northumberland	4	1	5	...	...	65	31	...	...	10	86	1	10
Salop ... ..	13	5	18	...	...	151	27	...	...	24	154	1	22
Somerset ... ..	14	2	16	...	...	265	42	...	...	...	307	3	61
Stafford ... ..	1	1	2	...	...	39	71	...	...	...	110	...	...
Sussex ... ..	1	1	2	...	...	6	6	...	...	...	12	...	...
Warwick ... ..	1	...	1	...	...	5	...	...	...	5	...	...	...
Worcester ... ..	3	2	5	...	...	147	26	...	...	6	167	...	...
York, East Riding	2	...	2	...	...	26	...	...	...	...	26	...	...
"  North  "	2	...	2	...	...	27	8	...	...	...	35	...	...
"  West  "	8	1	4	...	...	52	19	...	...	...	71	...	...
<b>WALES.</b>													
<b>COUNTY.*</b>													
Brecon ... ..	1	...	1	...	...	4	...	...	...	...	4	...	...
Cardigan ... ..	1	1	2	...	...	12	18	...	...	...	30	1	12
Denbigh ... ..	8	2	10	...	...	45	17	...	...	...	62	1	10
Flint ... ..	...	2	2	...	...	...	76	...	...	...	76	...	...
Glamorgan ... ..	1	...	1	...	...	7	...	...	...	7	...	...	...

Merioneth ... ..	1	...	1	...	...	11	...	...	...	11	...	...	...
Montgomery ... ..	2	...	2	...	...	20	...	...	...	...	20	1	10
<b>SCOTLAND.</b>													
<b>COUNTY*</b>													
Berwick ... ..	2	...	2	...	...	10	...	...	...	6	4	...	...
Bute ... ..	...	1	1	...	...	...	11	...	...	...	11	...	...
Haddington ... ..	4	1	5	...	...	111	102	...	...	10	203	...	...
Roxburgh ... ..	2	...	2	...	...	4	...	...	...	2	2	...	...
<b>TOTAL</b> ... ..	<b>138</b>	<b>43</b>	<b>181</b>	<b>6</b>	<b>...</b>	<b>3,302</b>	<b>817</b>	<b>...</b>	<b>27</b>	<b>755</b>	<b>3,337</b>	<b>41</b>	<b>668</b>

**V. GLANDERS.**

	Farms or other Places.			Healthy Horses on infected Premises.		Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Slaughtered.	Removed.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
<b>ENGLAND.</b>													
<b>COUNTY.*</b>													
Berks ... ..	1	...	1	...	...	4	...	...	...	...	4	...	...
Essex ... ..	1	...	1	...	...	1	...	...	...	...	1	...	...
Hertford ... ..	...	1	1	...	...	...	1	...	...	...	1	...	...
The Metropolis ... ..	2	4	6	...	...	...	7	7	...	...	...	1	3
<b>TOTAL</b> ... ..	<b>4</b>	<b>5</b>	<b>9</b>	<b>...</b>	<b>...</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>...</b>	<b>...</b>	<b>6</b>	<b>1</b>	<b>3</b>

B 2

VL. FARCY.

	Farms or other Places.			Healthy Horses on infected Premises.		Horses Attacked.		Diseased Horses.				Cases which existed in previous Weeks not reported until this Week.	
	Number reported upon this Week which have been previously reported upon.	Number upon which Fresh Outbreaks have been reported to have taken place during the Week.	Total Number reported upon during the Week.	Slaughtered.	Removed.	Remaining diseased from the previous Week.	Attacked during the Week.	Killed.	Died.	Recovered.	Remaining.	Fresh Outbreaks.	Horses Attacked.
<b>ENGLAND.</b>													
<b>COUNTY.*</b>													
Stafford ... ..	1	...	1	...	...	1	...	...	...	...	1	...	...
Warwick ... ..	...	1	1	...	...	...	1	1	...	...	...	...	...
The Metropolis ... ..	3	3	6	...	...	...	7	6	...	...	1	...	...
<b>TOTAL ... ..</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>...</b>	<b>...</b>	<b>1</b>	<b>8</b>	<b>7</b>	<b>...</b>	<b>...</b>	<b>2</b>	<b>...</b>	<b>...</b>

\* Counties include such Boroughs and Burghs as are locally situated within the limits of the Counties, or, if surrounded by two or more Counties, then they are included in the County with which they have the longest common boundary. Berwick-upon-Tweed is included in Northumberland.

ALEXANDER WILLIAMS, Secretary.

Veterinary Department, Privy Council Office, 23rd November, 1875.

RECEIPTS into and PAYMENTS out of the EXCHEQUER, between the 1st April, 1875, and the 20th November, 1875.

REVENUE AND OTHER RECEIPTS.	Budget Estimate for 1875-6.	Total Receipts into the Exchequer		EXPENDITURE AND OTHER PAYMENTS.	Estimate for 1875-6.	Total Issues from Exchequer to meet payments	
		Between 1st April, 1875, and 20th November, 1875.	Between 1st April, 1874, and 21st November, 1874.			Between 1st April, 1875, and 20th November, 1875.	Between 1st April, 1874, and 21st November, 1874.
Balance on 1st April, 1875 :—	£	£	£	EXPENDITURE.	£	£	£
Bank of England ... ..	—	4,662,261	5,908,870	Permanent Charge of Debt ... .. *	27,400,000	18,727,253	18,689,734
Bank of Ireland ... ..	—	1,603,061	1,533,984	Interest on Local and Temporary Loans ... .. *	70,000	17,500	—
		6,265,322	7,442,854	Other charges on Consolidated Fund *	1,590,000	1,065,254	1,091,245
REVENUE.				Supply Services ... .. †	46,837,000	28,717,858	27,898,934
Customs... ..	19,500,000	12,539,000	12,073,000	Estimate ...	£75,897,000		
Excise ... ..	27,740,000	16,684,000	16,290,000				
Stamps ... ..	10,600,000	6,775,000	6,597,000				
Land Tax and House Duty ... ..	2,450,000	583,000	576,000	Expenditure ...		48,527,865	47,679,913
Property and Income Tax ... ..	3,900,000	1,177,000	1,560,000				
Post Office ... ..	5,750,000	3,924,000	3,700,000				
Telegraph Service ... ..	1,200,000	785,000	750,000				
Crown Lands ... ..	385,000	210,000	250,000				
Miscellaneous ... ..	4,100,000	2,615,236	2,399,627				
Revenue ... ..	£75,625,000	45,292,236	44,195,627	OTHER PAYMENTS.			
Total including Balance ...		51,557,558	51,638,481	Advances, under various Acts, issued from the Exchequer		2,897,314	2,015,698
				Expenses of Fortifications and Military Barracks ...		250,000	400,000
OTHER RECEIPTS.				Exchequer Bills paid off ... ..		17,500	9,000
Advances, under various Acts, repaid to the Exchequer		1,226,304	1,255,655	Surplus Income applied to reduce Debt ... ..		331,867	466,409
Money raised for Fortifications and Military Barracks ...		250,000	600,000			52,024,546	50,571,020
Money raised for Local Loans by Exchequer Bonds ...		1,250,000	—	Balances on 20th November, 1875:—			
				{ Bank of England		1,363,158	2,180,843
				{ Bank of Ireland...		896,158	742,273
Totals ... ..		£54,283,862	53,494,136	Totals ... ..		£54,283,862	53,494,136

Treasury, 23rd November, 1875.

\* As stated in the Budget.

† As granted by the Appropriation Act.

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 13th day of November, 1875.

## PRIVATE BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Ashford Bank ... ..	Ashford ... ..	Pomfret and Co. ... ..	110345
Aylesbury Old Bank ... ..	Aylesbury ... ..	Cobb and Co. ... ..	22220
Baldock Bank and Baldock and Biggleswade Bank ... ..	Biggleswade ... ..	Wells, Hogge, and Co. ... ..	18607
Barnstaple Bank ... ..	Barnstaple ... ..	Marshall and Co. ... ..	4027
Bedford Bank ... ..	Bedford ... ..	Barnard and Co. ... ..	30098
Bicester and Oxfordshire Bank and Oxford Bank ... ..	Bicester ... ..	Tubb and Co. ... ..	16191
Boston Bank ... ..	Boston ... ..	Garfit and Co. ... ..	58600
Bristol Bank ... ..	Bristol ... ..	Miles, Miles, and Co. ... ..	20013
Broseley and Bridgnorth and Bridg- north and Broseley Bank ... ..	Broseley ... ..	Pritchard and Co. ... ..	14031
Buckingham Bank ... ..	Buckingham ... ..	Bartlett, Parrott, and Co. ... ..	20282
Bury and Suffolk Bank, Sudbury Bank, and Stowmarket Bank ... ..	Bury St. Edmunds ... ..	Oakes, Bevan, and Co. ... ..	37210
Banbury Bank ... ..	Banbury... ..	J. C. and A. Gillett ... ..	21541
Banbury Old Bank ... ..	Banbury... ..	Cobb and Son ... ..	18090
Bedfordshire Leighton Buzzard Bank ... ..	Leighton Buzzard ... ..	Bassett, Sen, and Co. ... ..	35202
Brecon Old Bank ... ..	Brecon ... ..	Wilkins and Co. ... ..	43255
Brighton Union Bank ... ..	Brighton... ..	Hall and Co. ... ..	20820
Burlington and Driffield Bank ... ..	Burlington ... ..	Harding, Mortlock, and Co. ... ..	12594
Bury Saint Edmunds Bank ... ..	Bury St. Edmunds ... ..	Huddleston and Co. ... ..	2208
Cambridge Bank ... ..	Cambridge ... ..	Mortlock and Co. ... ..	12175
Cambridge and Cambridgeshire Bank ... ..	Cambridge ... ..	Messrs. Fosters ... ..	47217
Canterbury Bank ... ..	Canterbury ... ..	Hammond and Co. ... ..	21815
Colchester Bank ... ..	Colchester ... ..	Round, Green and Co. ... ..	10672
Colchester and Essex Bank, and Witham and Essex Bank, and Hadleigh Suffolk Bank ... ..	Colchester ... ..	Mills and Co. ... ..	23580
Cornish Bank, Truro ... ..	Truro ... ..	Tweedy and Co. ... ..	29925
City Bank, Exeter ... ..	Exeter ... ..	Milford and Co. ... ..	10602
Craven Bank ... ..	Settle ... ..	Birkbeck, Robinson, and Co. ... ..	75129
Derby Bank ... ..	Derby ... ..	W. and S. Evans and Co. ... ..	11509
Derby Bank ... ..	Derby ... ..	Samuel Smith and Co. ... ..	32262
Derby Old Bank and Scarsdale and High Peak Bank ... ..	Derby ... ..	Crompton, Newton, and Co. ... ..	26288
Devizes and Wiltshire Bank ... ..	Devizes ... ..	Locke and Co. ... ..	4974
Darlington Bank, Durham Bank, and Stockton-on-Tees Bank ... ..	Darlington ... ..	Backhouse and Co. ... ..	36273
Devonport Bank ... ..	Devonport ... ..	Hodge and Co. ... ..	6256
Dorchester Old Bank and Dorset- shire Bank ... ..	Dorchester ... ..	Williams and Co. ... ..	36470
East Cornwall Bank ... ..	Liskeard... ..	Robins, Foster, and Co. ... ..	91013
East Riding Bank ... ..	Beverley... ..	Beckett and Co. ... ..	54769
Essex Bank and Bishop's Stortford Bank ... ..	Chelmsford ... ..	Sparrow, Tufnell, and Co. ... ..	37208
Exeter Bank ... ..	Exeter ... ..	Sanders and Co. ... ..	17280
Farnham Bank ... ..	Farnham ... ..	Knight and Sons... ..	6587
Faversham Bank ... ..	Faversham ... ..	Hilton and Co. ... ..	5779

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Godalming Bank ... ..	Godalming	Mellersh and Co. ... ..	6093
Guildford Bank ... ..	Guildford	Haydon and Co. ... ..	12292
Grantham Bank ... ..	Grantham	Hardy and Co. ... ..	18413
Hull Bank and Kingston-upon-Hull Bank ... ..	Hull	Smith, Brothers, and Co. ... ..	19563
Huntingdon Town and County Bank ... ..	Huntingdon	Veasey and Co. ... ..	25815
Harwich Bank ... ..	Harwich	Cox, Cobbold, and Co. ... ..	4080
Hertfordshire, Hitchin Bank ... ..	Hitchin	Sharples and Co. ... ..	29723
Ipswich Bank ... ..	Ipswich	Bacon and Co. ... ..	15950
Ipswich and Needham Market Bank, Suffolk, Hadleigh Bank, Manningtree and Mistley Bank, and Woodbridge Bank ... ..	Ipswich	Alexanders and Co. ... ..	43866
Kentish Bank ... ..	Maidstone	Wigan, Mercers, and Co. ... ..	18808
Kington and Radnorshire Bank ... ..	Kington	Davies and Co. ... ..	25271
Knaresborough Old Bank and Ripon Old Bank ... ..	Knaresborough	Harrison and Co. ... ..	21199
Kendal Bank ... ..	Kendal	Wakefield, Crewdson, & Co. ... ..	44821
Leeds Bank ... ..	Leeds	Beckett and Co. ... ..	127394
Leeds Union Bank ... ..	Leeds	W. Williams Brown and Co. ... ..	37013
Leicester Bank ... ..	Leicester	T. and T. T. Paget ... ..	27212
Lewes Old Bank ... ..	Lewes	Molineux and Co. ... ..	26420
Lincoln Bank ... ..	Lincoln	Smith, Ellison, and Co. ... ..	94859
Llandovery Bank, Lampeter Bank, and Llandilo Bank ... ..	Llandovery	D. Jones and Co. ... ..	32154
Loughborough Bank ... ..	Loughborough	Middleton, Cradock, and Co. ... ..	6570
Lymington Bank ... ..	Lymington	St. Barbe and Co. ... ..	2209
Lynn Regis and Lincolnshire Bank ... ..	Lynn Regis	Gurneys and Co. ... ..	25750
Lynn Regis and Norfolk Bank ... ..	Lynn Regis	Jarvis and Co. ... ..	8783
Macclesfield Bank ... ..	Macclesfield	Brocklehurst and Co. ... ..	10269
Miners' Bank ... ..	Truro	Willyams and Co. ... ..	18677
Monmouth Old Bank ... ..	Monmouth	Bromage and Co. ... ..	2181
Newark Bank ... ..	Newark	Godfrey and Riddell ... ..	14018
Newark and Sleaford Bank, and Sleaford and Newark Bank ... ..	Sleaford	Handley, Peacock, and Co. ... ..	39149
Newbury Bank ... ..	Newbury	Sloccock, Bunny, and Co. ... ..	11730
Newmarket Bank ... ..	Newmarket	Hammond and Co. ... ..	15172
Norwich and Norfolk and Fakenham Banks ... ..	Norwich	Gurneys, Birkbecks, & Co. ... ..	81673
Naval Bank, Plymouth ... ..	Plymouth	Harris, Bulteel, and Co. ... ..	19815
New Sarum Bank ... ..	Sarum	Pinckney, Brothers ... ..	4070
Nottingham Bank ... ..	Nottingham	Samuel Smith and Co. ... ..	29528
Oswestry Bank and Oswestry Old Bank ... ..	Oswestry	Croxon and Co. ... ..	7054
Oxford Old Bank ... ..	Oxford	Parsons and Co. ... ..	30122
Old Bank, Tonbridge, Tonbridge and Tonbridge Wells Old Bank, Tonbridge and Tonbridge Wells and Sevenoaks Bank ... ..	Tonbridge	Beechings and Co. ... ..	13224
Oxfordshire Witney Bank ... ..	Witney	J. W. Clinch and Sons ... ..	5748
Pease's Old Bank, Hull, the Hull Old Bank and Beverley Bank ... ..	Hull	Peases and Co. ... ..	49257
Penzance Bank ... ..	Penzance	Batten and Co. ... ..	9477
Reading Bank ... ..	Reading	Simonds and Co. ... ..	19710
Reading Bank ... ..	Reading	Stephens, Blandy, and Co. ... ..	27010
Richmond Bank ... ..	Richmond	Roper and Co. ... ..	6883
Royston Bank ... ..	Royston	Fordham and Co. ... ..	7660
Rye Bank ... ..	Rye	Curteis, Pomfret, and Co. ... ..	9603

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Saffron Walden and North Essex Bank	Saffron Walden ...	Gibson, Tuke, and Co. ...	21874
Salop Bank .. ...	Shrewsbury ...	Burton, Lloyd, and Co. ...	4325
Scarborough Old Bank ...	Scarborough ...	Woodall and Co. ...	Not received.
Shrewsbury Old Bank and Shrewsbury and Ludlow Bank ...	Shrewsbury ...	Rocke, Eyton, and Co. ...	24319
Sittingbourne and Milton Bank ...	Sittingbourne ...	Vallance and Co. ...	1619
Southampton Town and County Bank	Southampton ...	Maddison, Atherley, and Co. ...	7015
Stamford and Rutland Bank ...	Stamford ...	Eaton, Cayley, and Co. ...	12452
Shrewsbury and Welsh Pool Bank ...	Shrewsbury ...	Beck, Downward, and Co. ...	21451
Tavistock Bank ... ..	Tavistock ...	Gill, Morshead, and Co. ...	9786
Thornbury Bank ... ..	Thornbury ...	Harwood and Co. ...	6112
Tiverton and Devonshire Bank	Tiverton... ..	Dunsford and Co. ...	6432
Thrapston and Kettering Bank, } Northamptonshire ... ..	Thrapston ...	Eland and Eland ...	11055
Tring Bank and Chesham Bank ...	Tring ... ..	Butcher and Sons ...	12639
Towcester Old Bank... ..	Towcester ...	Whitworth and Co. ...	4822
Union Bank, Cornwall ... ..	Helston ... ..	Vivian and Co. ... ..	8778
Uxbridge Old Bank ... ..	Uxbridge ... ..	Hull, Smith, and Co. ...	6109
Wallingford Bank ... ..	Wallingford ...	Hedges, Wells, and Co. ...	4054
Warwick and Warwickshire Bank ...	Warwick ... ..	Greenway and Co. ... ..	25588
Wellington Somerset Bank ... ..	Wellington ...	Fox, Brothers, and Co. ...	3969
West Riding Bank, Wakefield, and } Pontefract Bank ... ..	Wakefield ...	Leatham, Tew, and Co... ..	46340
Whitby Old Bank ... ..	Whitby ... ..	Simpson, Chapman, and Co. ...	14379
Winchester, Alresford, and Alton Bank	Winchester ...	Bulpett and Co. ... ..	8863
Weymouth Old Bank and Dorchester Bank ... ..	Weymouth ...	Eliot, Pearce, and Co. ... ..	11580
Wisbech and Lincolnshire Bank ...	Wisbech... ..	Gurney and Co. ... ..	35986
Wiveliscombe Bank ... ..	Wiveliscombe ...	W. Hancock ... ..	1774
Worcester Old Bank and Tewkesbury Old Bank ... ..	Worcester ...	Berwick, Lechmere, and Co. ...	50266
Yarmouth and Suffolk Bank, and } Halesworth and Suffolk Bank }	Yarmouth ...	Gurneys, Birkbeck, and Co. ...	34725
Yarmouth, Norfolk, and Suffolk Bank	Great Yarmouth	Sir E. H. K. Lacon, Bt., & Co. ...	8611
York Bank ... ..	York ... ..	Swann, Clough, and Co. ...	41549

## JOINT STOCK BANKS.

Name, Title, and Principal Place of Issue.			Average Amount.
			£
Bank of Westmorland ... ..	Kendal ... ..	...	11658
Barnsley Banking Company ... ..	Barnsley... ..	...	8914
Bradford Banking Company ... ..	Bradford ... ..	...	49581
Bank of Whitehaven Limited ... ..	Whitehaven ... ..	...	31694
Bradford Commercial Banking Company ...	Bradford... ..	...	19626
Burton, Uttoxeter, and Ashbourn Union Bank ..	Burton-upon-Trent ...	...	43903
Chesterfield and North Derbyshire Banking Company ...	Chesterfield ... ..	...	11155
Cumberland Union Banking Company Limited ...	Carlisle ... ..	...	35565
Coventry and Warwickshire Banking Company ...	Coventry ... ..	...	14086
Coventry Union Banking Company ... ..	Coventry ... ..	...	14437
County of Gloucester Banking Company ...	Cheltenham ... ..	...	93976

Name, Title, and Principal Place of Issue.		Average Amount.
		£
Carlisle and Cumberland Banking Company ... ..	Carlisle ... ..	26560
Carlisle City and District Bank ... ..	Carlisle ... ..	19899
County of Stafford Bank, late Bilston District Banking Company ... ..	Wolverhampton ... ..	9620
Derby and Derbyshire Banking Company ... ..	Derby ... ..	17485
Darlington District Joint Stock Banking Company ... ..	Darlington ... ..	27388
Gloucestershire Banking Company ... ..	Gloucester ... ..	141521
Halifax Joint Stock Bank ... ..	Halifax ... ..	18090
Huddersfield Banking Company ... ..	Huddersfield ... ..	33080
Hull Banking Company ... ..	Hull ... ..	29744
Halifax Commercial Banking Company Limited ... ..	Halifax ... ..	12184
Halifax and Huddersfield Union Banking Company ... ..	Halifax ... ..	37616
Helston Banking Company ... ..	Helston ... ..	1500
Knarborough and Claro Banking Company ... ..	Knarborough ... ..	27695
Lancaster Banking Company ... ..	Lancaster ... ..	65396
Leicestershire Banking Company ... ..	Leicester... ..	67769
Lincoln and Lindsey Banking Company ... ..	Lincoln ... ..	54475
Leamington Priors and Warwickshire Banking Company ... ..	Leamington Priors ... ..	11635
Ludlow and Tenbury Bank ... ..	Ludlow ... ..	9278
Moore and Robinson's Nottinghamshire Banking Company Limited ... ..	Nottingham ... ..	36002
Nottingham and Nottinghamshire Banking Company ... ..	Nottingham ... ..	28865
North Wilts Banking Company ... ..	Melksham ... ..	40125
Northamptonshire Union Bank ... ..	Northampton ... ..	60021
Northamptonshire Banking Company ... ..	Northampton ... ..	19450
North and South Wales Bank ... ..	Liverpool ... ..	64945
Pares's Leicestershire Banking Company ... ..	Leicester... ..	55448
Sheffield Banking Company ... ..	Sheffield ... ..	34854
Stamford, Spalding, and Boston Banking Company ... ..	Stamford ... ..	49150
Stuckey's Banking Company, Bristol Somersetshire Bank, and Somersetshire Bank ... ..	Langport ... ..	332595
Stourbridge and Kidderminster Banking Company ... ..	Stourbridge ... ..	49515
Sheffield and Hallamshire Banking Company ... ..	Sheffield ... ..	22643
Sheffield and Rotherham Joint Stock Banking Company ... ..	Sheffield ... ..	50926
Swaledale and Wensleydale Banking Company ... ..	Richmond ... ..	52995
Wolverhampton and Staffordshire Banking Company ... ..	Wolverhampton... ..	17195
Wakefield and Barnsley Union Bank ... ..	Wakefield ... ..	14299
Whitehaven Joint Stock Banking Company ... ..	Whitehaven ... ..	32325
West of England and South Wales District Bank ... ..	Bristol ... ..	78376
Wilts and Dorset Banking Company ... ..	Salisbury ... ..	73454
West Riding Union Banking Company ... ..	Huddersfield... ..	33480
Whitchurch and Ellesmere Banking Company ... ..	Whitchurch ... ..	4518
Worcester City and County Banking Company Limited ... ..	Worcester ... ..	1516
York Union Banking Company ... ..	York ... ..	70872
York City and County Banking Company ... ..	York ... ..	91196
Yorkshire Banking Company ... ..	Leeds ... ..	116127

W. H. COUSINS, Registrar of Bank Returns.

Inland Revenue Office, November 20, 1875.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 20th November, 1875.

					QUANTITIES SOLD.		AVERAGE PRICE.	
					Qrs.	Bus.	s.	d.
Wheat	...	...	...	...	40,283	5	47	0
Barley	...	...	...	...	78,366	6	38	3
Oats	...	...	...	...	1,978	7	25	8

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1871 to 1874.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES.					
	WHEAT.		BARLEY.		OATS		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1871	68,652	7	95,623	3	4,747	2	55	10	36	8	23	8
1872	46,984	7	72,676	3	3,864	7	56	9	42	1	22	1
1873	51,191	3	82,279	6	5,626	7	61	1	44	5	25	9
1874	58,655	0	98,147	6	3,601	3	43	5	42	6	27	11

Statistical and Corn Department, Board of Trade,  
November 22, 1875.

R. VALPY,  
Comptroller of Corn Returns.

### CORN IMPORTED AND EXPORTED.

AN ACCOUNT showing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the Week ended the 20th November, 1875.

	QUANTITIES IMPORTED INTO—				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	906,088	424,295	179,740	1,510,123	207	1,050	1,257
Barley	362,864	85,172	...	448,036	89	...	89
Oats	162,274	7,838	...	170,112	173	514	687
Rye	590	12,470	...	13,060	...	...	...
Pease	41,842	11,623	...	53,465	412	...	412
Beans	44,065	28,590	...	72,655	20	264	284
Indian Corn	241,840	3,871	107,248	352,959	...	...	...
Buckwheat	105	...	...	105	...	...	...
Bere or Bigg	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)...	1,759,668	573,859	286,988	2,620,515	901	1,828	2,729
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheatmeal or Flour...	129,724	40,559	10,000	180,283	285	203	488
Barley Meal	...	...	...	...	...	...	...
Oat Meal	3,740	...	...	3,740	273	...	273
Rye Meal	...	...	...	...	...	...	...
Pea Meal	...	...	...	...	...	...	...
Bean Meal	...	...	...	...	...	...	...
Indian Corn Meal	380	...	...	380	...	3	3
Buckwheat Meal	17	...	...	17	...	...	...
Total of Meal	133,861	40,559	10,000	184,420	558	206	764
Total of Corn and Meal (exclusive of Malt)...	1,893,529	614,418	296,988	2,804,935	1,459	2,034	3,493
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Malt (entered by the Quarter)...	...	...	...	...	596	...	596

Statistical Office, Custom House, London,  
November 22, 1875.

S. SELDON,  
Principal.

## Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for  
Inventions.**N**OTICE is hereby given, that—

2466. Hesketh Hughes, of Homerton, in the county of Middlesex, Engineer, has given notice at the Office of the Commissioners of his intention to proceed with his application for letters patent for the invention of "improvements in and additions to sewing machines."

As set forth in his petition, recorded in the said office on the 8th day of July, 1875.

2474. And John Clark, of Paisley, in the county of Renfrew, North Britain, Thread Manufacturer, has given the like notice in respect of the invention of "improvements in furnaces for the prevention of smoke."

2481. And Desmond Gerald Fitz Gerald, of Loughboro-road North, in the county of Surrey, Electrician, has given the like notice in respect of the invention of "improvements in the treatment of ores of lead, in the separation of metals contained therein, and in the production of sulphuric acid."

As set forth in their respective petitions, both recorded in the said office on the 9th day of July, 1875.

2502. And John Gray, of Friday-street, Cheap-side, in the city of London, has given the like notice in respect of the invention of "improvements in glove sewing machines."—A communication to him from abroad by Edmund Julius Albert Jelstrup, of Copenhagen, in the Kingdom of Denmark.

As set forth in his petition, recorded in the said office on the 12th day of July, 1875.

2517. And Mathias Neuhaus, of 172, Strand, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improved means and appliances for signalling at sea and on land."—A communication to him from abroad by Gustav L. Wiese, of Hanover, Germany.

2521. And Charlton James Wollaston, of No. 65, Westbourne Park-road, in the county of Middlesex, has given the like notice in respect of the invention "improvements in the purification and decolorization of dye waters and waters which have been employed in washing lead minerals."

As set forth in their respective petitions, both recorded in the said office on the 13th day of July, 1875.

2528. And Anatole Chevallier, of 1, Cox's-court, Little Britain, in the county of Middlesex, Engineer, has given the like notice in respect of the invention of "an improvement in the manufacture of bricks and slabs."

2534. And Johann Maximilian Plessner, of 11, Golden-square, in the county of Middlesex, late Captain Prussian Army, has given the like notice in respect of the invention of "improvements in cap or stopper mounts for perfume and liquid smelling bottles."

As set forth in their respective petitions, both recorded in the said office on the 14th day of July, 1875.

2545. And Matthew Wilson, of Loughboro'-road, Brixton, in the county of Surrey, Gentleman, has given the like notice in respect of the invention of "an improved stench trap."

2546. And Matthew Smith and Michael Holroyd Smith, both of Halifax, in the county of York,

Wire Manufacturers, have given the like notice in respect of the invention of "improvements in apparatus to be employed for annealing wire and continuous strips of metal, and for heating for the purpose of hardening and tempering the same."

2548. And Thomas Cutler-Jones, of Liverpool, in the county of Lancaster, has given the like notice in respect of the invention of "an improved sail hank."—A communication to him from abroad by Charles William Clements, of the town of Yarmouth, Province of Nova Scotia, Dominion of Canada.

As set forth in their respective petitions, all recorded in the said office on the 15th day of July, 1875.

2552. And Thomas Pike, of No. 5, Stanhope-street, Clare-market, in the county of Middlesex, has given the like notice in respect of the invention of "improvements in the manufacture of boots and shoes."

2554. And Benjamin Clifford Sykes, of Cleckheaton, in the county of York, M.D., has given the like notice in respect of the invention of "improved apparatus for heating water."

2555. And Robert Taylor Heape, Junior, of Rochdale, in the county of Lancaster, Manufacturer, has given the like notice in respect of the invention of "improvements in carding engines."

As set forth in their respective petitions, all recorded in the said office on the 16th day of July, 1875.

2557. And Frederick William Grauhan, Manufacturing Chemist, of Bradford, in the county of York, has given the like notice in respect of the invention of "improvements in apparatus employed in the filtration of water, sewage, and other fluids."

2559. And James Hawke Dennis, of Liverpool, in the county of Lancaster, Merchant, has given the like notice in respect of the invention of "improvements in the manufacture of sulphate of copper."

2562. And John Westmorland, of Liverpool, in the county of Lancaster, Contractor, has given the like notice in respect of the invention of "improvements in ventilating dwelling houses and other buildings."

As set forth in their respective petitions, all recorded in the said office on the 17th day of July, 1875.

2587. And Joseph Jefferson, Cornelius Jefferson, Lazarus Jefferson, and Mordecai Jefferson, all of Bradford, in the county of York, Machine Makers and Iron and Brass Founders, have given the like notice in respect of the invention of "improvements in machinery for washing wool and other fibres."

As set forth in their petition, recorded in the said office on the 20th day of July, 1875.

2591. And Henri Adrien Bonneville, of the British and Foreign Patent Offices, 18, Rue de la Chaussée d'Antin, Paris, France, and 6, Piccadilly, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "new or improved machinery or apparatus for fixed machines for spinning or twisting wood and fibrous materials in general."—A communication from Celestin Martin, a person resident at Verviers, in the Kingdom of Belgium.

As set forth in his petition, recorded in the said office on the 21st day of July, 1875.

2611. And Matthew Burnett, Engineer, and Henry Hornsby, Viewer, both of Spennymoor, in the county of Durham, have given the like notice in respect of the invention of "a new or improved lubricator for journals."
2614. And Henry Edward Newton, of the Office for Patents, 66, Chancery-lane, in the county of Middlesex, Civil Engineer, has given the like notice in respect of the invention of "improvements in looms."—A communication to him from abroad by Joseph Fish, of the city and State of New York, United States of America.
- As set forth in their respective petitions, both recorded in the said office on the 22nd day of July, 1875.
2625. And Walter Riley, of Allerton, near Bradford, in the county of York, Noil Merchant, has given the like notice in respect of the invention of "improvements in the method of and apparatus for lighting fires."
- As set forth in his petition, recorded in the said office on the 23rd day of July, 1875.
2646. And Charles Schouberszky, of Paris, Boulevard de Strasbourg, No. 23, Engineer, has given the like notice in respect of the invention of "improvements in the manufacture of double-bedded sofas or other seats."
- As set forth in his petition, recorded in the said office on the 26th day of July, 1875.
2751. And William Robert Lake, of the firm of Haseltine, Lake & Co., Patent Agents, Southampton-buildings, London, has given the like notice in respect of the invention of "improvements in anchors."—A communication to him from abroad by Joseph Stokes Williams, of Riverton, New Jersey, United States of America.
- As set forth in his petition, recorded in the said office on the 4th day of August, 1875.
2820. And Frank Limouzin, of Oakfield-road, Penge, in the county of Surrey, Gentleman, has given the like notice in respect of the invention of "improvements in the construction of boats and similar small vessels."
- As set forth in his petition, recorded in the said office on the 11th day of August, 1875.
2876. And Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improvements in breech-loading fire arms."—A communication to him from abroad by Henri Achille Ludovic Delsarte and Jules François Le Bert, both of Paris, France.
- As set forth in his petition, recorded in the said office on the 14th day of August, 1875.
2918. And Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "an improvement in bleaching vegetable fibrous substances."—A communication to him from abroad by Charles Louis Joseph Coinsin-Bordat, of Paris, France.
- As set forth in his petition, recorded in the said office on the 18th day of August, 1875.
2953. And Nelson King, of Hartford, Connecticut, United States of America, Gun maker, has given the like notice in respect of the invention of "improvements in breech loading fire arms."
- As set forth in his petition, recorded in the said office on the 23rd day of August, 1875.
3022. And Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improved apparatus for measuring the human figure, and for setting out the patterns of garments, partly applicable to other purposes."—A communication to him from abroad by Pierre Roudel, of Paris, France.
- As set forth in his petition, recorded in the said office on the 27th day of August, 1875.
3100. And Thomas Frederick Wallwork, of Farnworth, near the city of Manchester, Cotton Spinner, has given the like notice in respect of the invention of "certain improvements in machinery for carding cotton."
- As set forth in his petition, recorded in the said office on the 4th day of September, 1875.
3214. And William Carter Stafford Percy, of the city of Manchester, Engineer, has given the like notice in respect of the invention of "improvements in apparatus for coupling and uncoupling railway carriages, and for retarding and stopping them, also for depositing explosive signals on railway rails."
- As set forth in his petition, recorded in the said office on the 14th day of September, 1875.
3413. And Stephen Alley, of Glasgow, in the county of Lanark, North Britain, Engineer, has given the like notice in respect of the invention of "improvements in and connected with bearing feelers."
- As set forth in his petition, recorded in the said office on the 1st day of October, 1875.
3433. And William Raine and John Raine, both of South Hylton, in the county of Durham, and Benjamin Wilson Raine, of the town and county of Newcastle-upon-Tyne, have given the like notice in respect of the invention of "improvements in the manufacture of iron."
- As set forth in their petition, recorded in the said office on the 2nd day of October, 1875.
3497. And Adolphus Austen, of the city of London, has given the like notice in respect of the invention of "improvements in water closet paper."
- As set forth in his petition, recorded in the said office on the 8th day of October, 1875.
3540. And William Kennedy, of Saltcoats, in the county of Ayr, North Britain, has given the like notice in respect of the invention of "improvements in apparatus for sounding or indicating the depth of water."
- As set forth in his petition, recorded in the said office on the 12th day of October, 1875.
3562. And James Taylor, of Rochdale, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in the method of, and apparatus for tightening the driving bands, cords, or chains employed in carding engines."
- As set forth in his petition, recorded in the said office on the 14th day of October, 1875.
3586. And Robert Lublinski, of No. 183, City-road, in the county of Middlesex, Stick Manufacturer, has given the like notice in respect of the invention of "improvements in tip fasteners for umbrellas, parasols, and sun shades."
- As set forth in his petition, recorded in the said office on the 15th day of October, 1875.
3612. And John Henry Johnson, of 47, Lincoln's-inn-fields, in the county of Middlesex, Gentleman, has given the like notice in respect of the invention of "improvements in the construction of submerged tunnels, and in apparatus or means employed therein, or connected

therewith."—A communication to him from abroad by Jacques Castanier, of Lyons, in the Republic of France.

As set forth in his petition, recorded in the said office on the 18th day of October, 1875.

3649. And David Alfred Aird, of Fig-tree-court, Temple, in the city of London, Esquire, has given the like notice in respect of the invention of "improvements in railway signalling apparatus."

As set forth in his petition, recorded in the said office on the 21st day of October, 1875.

3686. And George Tomlinson Bousfield, of Sutton, in the county of Surrey, has given the like notice in respect of the invention of "improvements in setting instruments for attaching buttons and such like fastenings to wearing apparel."—A communication to him from abroad by David Heaton, of Providence, Rhode Island, in the United States of America.

As set forth in his petition, recorded in the said office on the 23rd day of October, 1875.

3739. And Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improvements in the ventilation and water supply of buildings and apartments."—A communication to him from abroad by John Henry Morrell, of the city, county, and State of New York, United States of America.

3749. And Henry Frederick Oscar Timme, of Basinghall-street, in the city of London, has given the like notice in respect of the invention of "improvements in mechanism or apparatus for raising and lowering chandeliers and other similarly suspended objects or bodies."—A communication to him from abroad by C. H. Stobwasser and Company, of Berlin, in the Kingdom of Prussia.

3751. And Thomas Sutcliffe, of Barnsley, in the county of York, and John Fewings, of Bridport, in the county of Dorset, have given the like notice in respect of the invention of "improvements in the construction of bottles and their stoppers for containing aerated liquids."

As set forth in their respective petitions, all recorded in the said office on the 28th day of October, 1875.

3758. And William John Pinkerman, of 67, Strand, in the city of Westminster, Gentleman, has given the like notice in respect of the invention of "improvements in lamps."—A communication to him from abroad by Louis Allen Presby, of New York City, United States of America.

3761. And Thomas Adams, of the Works of the "Ant" and the "Bee," West Gorton, Manchester, in the county of Lancaster, has given the like notice in respect of the invention of "improvements in safety valves."

As set forth in their respective petitions, both recorded in the said office on the 29th day of October, 1875.

3778. And Isaac Lowthian Bell, of Rownton Grange, in the county of York, has given the like notice in respect of the invention of "improvements in the manufacture of iron."

As set forth in his petition, recorded in the said office on the 30th day of October, 1875.

3802. And Thomas Alfred Warrington and Charles Harwood, both of the city of London, in the county of Middlesex, has given the like

notice in respect of the invention of "improvements in machinery or apparatus for cutting cork and other like substances."

As set forth in their petition, both recorded in the said office on the 2nd day of November, 1875.

3834. And William John Morier, of Glasgow, in the county of Lanark, North Britain, has given the like notice in respect of the invention of "improvements in apparatus for beating, churning, or mixing liquid or partly liquid compounds."

3842. And Edward Davies and Stanley Wilson, both of Liverpool, in the county of Lancaster, have given the like notice in respect of the invention of "improvements in machinery and apparatus for propelling navigable vessels, parts of which improvements are applicable to various other useful purposes."

As set forth in their respective petitions, both recorded in the said office on the 4th day of November, 1875.

3874. And Harry Cocking, of 182, High-street, Camden Town, in the county of Middlesex, Sewing Machine Manufacturer, has given the like notice in respect of the invention of "improvements in sewing machines."

As set forth in his petition, recorded in the said office on the 8th day of November, 1875.

3923. And Alexander Melville Clark, of 53, Chancery-lane, in the county of Middlesex, Patent Agent, has given the like notice in respect of the invention of "improvements in floodways for warehouses and other buildings."—A communication to him from abroad by John Henry Morrell, of the city, county, and State of New York, United States of America.

3929. And William Robert Lake, of the firm of Haseltine, Lake, & Co., Patent Agents, Southampton-buildings, London, has given the like notice in respect of the invention of "improvements in machinery for hulling, cleaning, polishing, and separating coffee and other grain or seed."—A communication to him from abroad by George Lafayette Squier, of Buffalo, New York, United States of America.

As set forth in their respective petitions, both recorded in the said office on the 11th day of November, 1875.

3934. And George Bennie, of the city of Glasgow, in the county of Lanark, North Britain, Mineral Oil Engineer and Ironfounder, has given the like notice in respect of the invention of "improvements in retorts and their fittings, and appurtenances connected therewith, for the distillation of shale, coal, or other oleaginous or bituminous minerals or earths."

3939. And George Duddell, of Queen's Park, Brighton, in the county of Sussex, has given the like notice in respect of the invention of "improvements in roller skates which improvements are also applicable to other wheeled carriages."

As set forth in their respective petitions, both recorded in the said office on the 12th day of November, 1875.

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

In Parliament—Session 1876.

Public Offices Site (Acquisition of Lands).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Commissioners of Her Majesty's Works and Public Buildings (hereinafter called "the Commissioners") to acquire, by compulsory purchase or otherwise, certain lands, houses, buildings, streets, roads, and premises in the parish of Saint Margaret, Westminster, in the county of Middlesex (that is to say):—

All the lands, houses, buildings, streets, roads and premises within the area bounded on the north by Charles-street, and that portion of Parliament-street which was formerly Upper Charles-street; on the south by Great George-street, on the east by Parliament-street, and on the west by St. James's Park.

And the said Act will empower the Commissioners to stop up, remove, alter, or divert all or part of Charles-street, Parliament-street, King-street, Great George-street, Boar's Head-yard, Little Boar's Head-yard, Gardner's-lane, Delahay-street, Delahay-mews, and all other streets, lanes, and public places, and all sewers, drains, mains, pipes, and works within the area hereinbefore described, and to appropriate the site of the said streets, roads, and places, and all or any of the said lands, houses, and premises hereinbefore described, or parts thereof, for the concentration of the public offices, and for such purposes connected with the public service, and in such manner as shall be prescribed by the Lords Commissioners for the time being of Her Majesty's Treasury, or as may be authorised by the intended Act, and to sell and dispose of such part of the said lands and premises as may not be required for any of the purposes aforesaid.

And the said Act will also empower the Secretary of State in Council of India, the Receiver for the Metropolitan Police, and all other officers or persons interested or concerned, to enter into agreements with the Commissioners with reference to the sale and purchase of parts of the said lands and premises, and will confer powers to vary or extinguish all or any existing rights and privileges in any way connected with the said lands, houses, and premises, or any of them, and will confer all such other rights and privileges as may be necessary, proper, or convenient for carrying into effect the objects aforesaid.

And notice is hereby further given, that, on or before the 30th day of November instant, a plan in duplicate, describing the situation of the said lands, houses, and premises so proposed to be taken as aforesaid, and a book of reference thereto, with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, and that a copy of the said plan and book of reference and Gazette notice will be deposited with the Clerk of the Westminster District Board of Works, such district including the parishes of Saint Margaret and Saint John the Evangelist, Westminster, at his office in Great Smith-street, Westminster.

Dated this 18th day of November, 1875.

By order of the Commissioners of Her Majesty's Works and Public Buildings,

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

In Parliament—Session 1876.

Royal Mint, New Site.

(Acquisition of Property for the Erection of a New Royal Mint, and to Sell, Lease, or otherwise dispose of the Buildings now used as the Royal Mint.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorize the Commissioners of Her Majesty's Works and Public Buildings to acquire and take by compulsion or agreement certain lands and houses, for the purpose of erecting thereon a new Royal Mint, viz.:—

Certain lands, houses, tenements, roads, and hereditaments, situate respectively in the parish of St. Martin-in-the-Fields, St. Clement Danes, and the parish of St. John-the Baptist, Savoy, or the Precinct of the Savoy, in the county of Middlesex, and bounded on the southerly side by the gardens of the Victoria Embankment, between the yard in the occupation of Messrs. Minier, Nash, and Minier, and the workshops and premises belonging, or reputed to belong, to George James Drummond, and in the occupation of Messrs. C. Taverner and Son; on the westerly side, by the last-mentioned workshops and premises, Ivy-bridge-lane, and the houses and premises on the easterly side of Salisbury-street; on the northerly side by the houses numbered respectively 10 and 16, in Cecil-street, Carting-lane, the house No. 11, Beaufort-buildings; the roadway of Beaufort-buildings; the house No. 8, Beaufort-buildings; a piece of vacant ground belonging to the Metropolitan Board of Works, the roadway of Fountain-court, and the southerly boundary wall of the several premises between Fountain-court and Savoy-hill, the graveyard of Savoy Chapel, and Savoy-street; and on the easterly side thereof, by the houses known as Lancaster-plate, Wellington-street.

The several lands, houses, tenements, roads, and hereditaments so intended to be taken are described on the plans hereinafter mentioned, and notwithstanding any existing application or user thereof, the intended Act will empower the Commissioners to pull down and remove all the said houses and buildings on the said lands, and appropriate the site for the purposes of and incident to the construction thereon of the said New Royal Mint, and of all requisite buildings, and also for such other purposes as shall be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act, and to sell, lease, or otherwise dispose of such part or parts of the said lands, houses, tenements, and hereditaments as may not be required for any of the purposes of the intended Act.

And it is also proposed by the intended Act to empower the Commissioners to stop up, divert, alter, or remove temporarily or permanently all wharfs and landing places, and all ways, paths, streets, or passages which now lead into, or pass through or by, the side of the houses, tenements, and hereditaments so intended to be acquired as aforesaid, and all or any sewers, drains, mains, pipes, cellars, vaults, and works in or under all or any of the lands, houses, tenements, roads, and hereditaments to be purchased under the powers of the said intended Act, and to confer all rights or privileges, and to vary or extinguish all such existing rights or privileges in any way connected with the said lands, houses, tenements, roads, and hereditaments, or any of them as may be necessary or useful for carrying into effect the objects of the intended Act.

To authorize the Commissioners to sell, lease, exchange, or otherwise dispose of the site and buildings thereon, now forming the Royal Mint, situate in the parish of Saint Botolph Without, Aldgate, otherwise Saint Botolph Aldgate, in the said county of Middlesex, or such part or parts thereof, as may from time to time be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act.

So far as may be necessary for carrying into effect the objects and purposes of the intended Act, it is proposed to take power to alter or repeal certain parts of the Metropolitan Board of Works (various powers) Act, 1875, and particularly sections 3 and 4 of that Act, or some part or parts of such sections.

And notice is hereby further given, that on or before the 30th day of November instant, a plan and duplicate describing the situation of the said lands, houses, tenements, and hereditaments so proposed to be taken as aforesaid, and a book of reference to the said plan, with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the said county of Middlesex, at his office, at the Sessions House, Clerkenwell, in that county, and that a copy of the said plan and book of reference and Gazette notice will also be deposited with the vestry clerk of the parish of Saint Martin-in-the-Fields, at the Vestry Hall, Saint Martin's-place, in respect of that parish, and with respect to the parish of Saint Clement Danes and Saint John the Baptist, Savoy, or the Precinct of the Savoy, with the Clerk of the Board of Works of the Strand District, at his office, at 4, Tavistock-street, Strand.

Dated this 18th day of November, 1875.

By order of the Commissioners of Her Majesty's Works and Public Buildings,  
*Wyatt, Hoskins, and Hooker*, Parliamentary Agents, 28, Parliament-street, Westminster.

In Parliament—Session 1876.

Bow-street Police Court.

(Acquisition of Property for New Site—Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session on behalf of the Commissioners of Her Majesty's Works and Public Buildings for an Act to empower the Commissioners to acquire and take, by compulsion or agreement, certain lands, houses, tenements, streets, roads, passages, and hereditaments hereinafter described, for the purpose of erecting thereon a new building or buildings, with all necessary offices and conveniences, to be appropriated and used as a police court, in lieu of Bow-street Police-court.

The proposed site is situate in the parishes of St. Martin-in-the-Fields and St. Paul, Covent-garden, or one of them, in the county of Middlesex, and bounded on the north-east by Cross-court and the house numbered 3 in Duke's-court, on the south-east by the houses and premises on the north-west side of Martlett-court, and the house numbered 29 in Bow-street, on the south-west by Bow-street, and on the north-west by Broad-court.

All which said boundaries, lands, and houses are described and shown on the plans hereinafter mentioned. And notwithstanding any existing application or user thereof, the intended Act will empower the Commissioners to pull down and remove all or some of the said houses and buildings on the said lands, and sell the materials thereof, and appropriate the site for the purposes aforesaid,

and also for such other purposes as shall be prescribed by the Lords Commissioners of Her Majesty's Treasury, or by the said intended Act.

And it is also proposed by the intended Act to empower the Commissioners to stop up, divert, alter, or remove, temporarily or permanently, all roads, ways, paths, streets, or passages which now lead from, into, or pass through or by the side of the houses, tenements, and hereditaments so intended to be acquired as aforesaid, and all or any sewers, drains, mains, pipes, and works in or under all or any of the lands, houses, tenements, and hereditaments to be purchased under the powers of the said intended Act, and to confer rights or privileges and to vary or extinguish all such existing rights or privileges in any way connected with the said lands, houses, tenements, and hereditaments, or any of them, as may be necessary or useful for carrying into effect the purposes of the said intended Act.

To amend or repeal all or any of the powers of the several Acts relating to the police-courts of the metropolis.

And notice is hereby further given, that on or before the 30th day of November instant, a plan and duplicate, describing the situation of the said lands, houses, tenements, and hereditaments so proposed to be taken as aforesaid, and a book of reference to the said plan, with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county, and that a copy of the said plan and book of reference and Gazette notice will also be deposited in respect of the parish of St. Martin-in-the-Fields with the Vestry Clerk of that parish, at the Vestry Hall, St. Martin's-place; and in respect of the parish of Saint Paul, Covent-garden, with the Clerk to the Strand District Board of Works, at his office at 5, Tavistock-street, Strand.

Dated this 18th day of November, 1875.

By order of the Commissioners of Her Majesty's Works and Public Buildings,  
*Wyatt, Hoskins, and Hooker*, Parliamentary Agents, 28, Parliament-street, Westminster.

In Parliament—Session 1876.

Manchester Post Office.

(Acquisition of Site for the Reconstruction and Enlargement of Post Office; Compulsory Purchase of Lands; and other purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act to effect the objects following, or some of them, that is to say:—

To enable Her Majesty's Postmaster-General with the consent and approbation of the Lords Commissioners of Her Majesty's Treasury, or any two of them, to enlarge the General Post Office in Manchester; and for that purpose to acquire by compulsory purchase or otherwise, certain lands, roads, streets, houses, tenements, and other buildings and hereditaments situate in the city, township, and parish of Manchester, in the County Palatine of Lancaster, and situate within the following limits, that is to say:—

A piece or parcel of land, containing 4,500 square yards or thereabouts, bounded on the north by lands, houses, buildings, and premises known and distinguished as the Commercial Hotel, in Brown-street; numbers 68, 70, and 72, Market-street; a portion of Barnes-street; numbers 74, and 76, Market-street, and the Rainbow Hotel, in Spring Gardens, which lands, houses, buildings, and premises belong, or are reputed to belong, to Mrs. Mary Ogden, the executors of the late

Daniel Lynch, the executors of the late Benjamin Love, Dr. Henry Brown, the Mayor, Aldermen, and Citizens of the City of Manchester (in respect of the portions of Barnes-street), and Colonel James Henry Deakin; on the south by Marriott's Court, on the east by Spring Gardens, and on the west by Brown-street.

The several lands, roads, streets, houses, and other buildings so proposed to be taken under the compulsory powers of the Bill are delineated on the plans hereinafter mentioned, and notwithstanding any existing application or user thereof, to pull down and remove such houses, tenements, buildings, and hereditaments, and appropriate the sites thereof, and also the streets, roads, ways, courts, yards, gardens, and other spaces of ground delineated on such plans within the limits aforesaid, for the purposes incident to the construction thereon of buildings, offices, and conveniences to be used as a part of Her Majesty's General Post Office and the public service connected therewith, and to enable the Postmaster-General (with the like consent) to sell, lease, and dispose of any surplus lands.

To stop up, divert, alter, or remove temporarily or permanently, all roads, ways, paths, streets, or passages which now lead from, into, or pass through or by the side of the houses, tenements, and hereditaments so intended to be acquired as aforesaid, and all or any sewers, drains, mains, pipes, and works in or under all or any of the lands, houses, tenements and hereditaments to be purchased under the powers of the intended Act, and to confer rights or privileges, and to vary or extinguish all such existing rights or privileges in any way connected with the said lands, houses, tenements and hereditaments, or any of them as may be necessary or useful for carrying into effect the purposes of the intended Act.

And notice is hereby further given, that on or before the 30th day of November, instant a plan and duplicate describing the situation of the said lands, houses, tenements, and hereditaments so proposed to be taken as aforesaid, and a book of reference to the plan, with a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county Palatine of Lancaster, at his office at Preston, in that county, and that a copy of the said plan and book of reference and Gazette notice will also be deposited with the Parish Clerk of Manchester at his residence.

Dated this 15th day of November, 1875.

*W. H. Ashurst*, Solicitor to the Post Office.  
*Wyatt, Hoskins, and Hooker*, 28, Parliament Street, Westminster, Parliamentary Agents.

#### Cattewater Harbour.

(Application to the Board of Trade for a Provisional Order to amend the Cattewater Harbour Order, 1874—Extension of Time for completion of Works—Provisions as to Election of Commissioners, and their Meetings—Alteration and variation of Tolls, Rates, and Dues—Further Borrowing Powers.)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following purposes or some of them, that is to say—

To extend the time for the completion of the works authorized by the Cattewater Harbour Order, 1874. To amend and alter certain provisions of the same Order, with reference to the election of commissioners by the landowners and

lessees, and the appointment of returning officer at such elections. The quorum of commissioners. The place of meetings and offices. The alteration and variation of tolls, rates, and dues, and the time for the commencement and the manner of taking the same. The borrowing of further money, the excluding of certain sections of the Harbour Docks and Piers Clauses Act, 1847, and the general amendment and alteration of the Cattewater Harbour Order, 1874.

And notice is hereby further given, that on or before the 30th day of November, 1875, 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 in Exeter, and at the Custom-house at Plymouth, in the said county, at the Admiralty, Whitehall, in the county of Middlesex, and at the Board of Trade, Whitehall-gardens, in the said county of Middlesex.

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

Dated this 20th day of November, 1875.

*J. Brend Batten*, 32, Great George-street, in the city of Westminster, Solicitor.

*S. Cater*, Sutton-road, Plymouth, Solicitor.

#### The Fountain Pier, West Cowes.

(Application for Provisional Order to levy Tolls).

**N**OTICE is hereby given that William George Ward, of Weston Manor, Freshwater, in the Isle of Wight, in the county of Southampton, Esquire, intends on or before the 23rd day of December, 1875, to make application to the Board of Trade for a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for the following or some of the following among other powers:—To levy tolls, rates and duties for embarking, disembarking and landing passengers, goods, cattle and merchandise, and for mooring vessels and boats to, upon, and from a pier, pontoon, landing-stage, and quay known as the Fountain Pier, Pontoon, Landing-Stage, and Quay, and certain causeways and slipways thereto belonging, all which pier-pontoon, landing-stage, quay, causeways and slipways are the property of the said William George Ward or his trustees, and are in the occupation of him or them or his or their lessees, and are situate abutting upon the harbour of Cowes in the said Isle of Wight, and wholly in the town or district of West Cowes and parish of Northwood, in the said Isle of Wight, or wholly either in the said town or district, or the said parish.

And notice is hereby also given, that on or before the 30th day of November, 1875, a copy of this notice, and of the notice published in the London Gazette, will be deposited in the office of the Clerk of the Peace for the said county of Southampton, situate in the city of Winchester, in the said county, and at the Custom-house at West Cowes aforesaid, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby also given, that on and after the said 23rd day of December, 1875, 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 office of the undermentioned solicitors.

Dated this 15th day of November, 1875.

*Few and Co.*, 19, Surrey-street, Strand, in the county of Middlesex, Solicitors for the said William George Ward.

In Parliament—Session 1876.

Great Western Railway.

(Railways in the county of Monmouth; Railway at Bristol; Alteration of Bridge at Swansea; Alteration of Levels of Streets at Paddington; Diversion and Stopping up of Footpath at Southall; Stopping up of Level Crossings and construction of New Roads at Langley Marsh, Swindon, Bourne End, Briton Ferry, and Llanely; Alteration of Levels and Roads at Llanely; Stopping up of Street at Paddington and stopping up of Footpath at Newport; Additional Lands in the counties of Middlesex, Bucks, Salop, Wilts, Monmouth, Glamorgan and Pembroke; Power to Company and London and North Western Railway Company, or either of them, to acquire additional lands in the county of Salop; Agreements with London and North Western Railway Company; Powers to Company and Bristol and North Somerset Railway Company, or either of them, to construct Deviation of Camerton Branch Railway in county of Somerset; to Abandon part of that Branch, and to purchase Lands; Agreements with Bristol and North Somerset Railway Company; Extension of Time for Sale of superfluous Lands, Revival of Powers for Purchase of Lands and Extension of Time for construction of Railway (No. 3) Graving Dock (No. 4), and Road (No. 5) authorized by the Great Western Railway Act, 1872; Revival of Powers for Purchase of certain Lands for and Extension of time for construction of Railways Nos. 1 and 2, authorized by the Great Western Railway (Swansea Canal) Act, 1872; Extension of Time for purchase of lands for and for construction of Railways Nos. 2 and 3, authorized by the Great Western Railway Act, 1873; Extension of Time for the construction of "The Birkenhead New Line," authorized by the Great Western Railway (Additional Powers) Act, 1871; Power to subscribe to capital or debenture debt of the Ely and Clydach, Limerick and Kerry, Waterford Dungarvan and Lismore, Kington and Eardisley, and Pontypool Caerleon and Newport Railway Companies; Conversion or exchange of Shares or Stock of Pontypool Caerleon and Newport Railway Company, held by Company or on their behalf, into or for Ordinary or Preference Stock of the Company; Confirmation of Agreement with the Milford Docks Company; Power to vest undertakings of Coleford Monmouth Usk and Pontypool, and Pontypool Caerleon and Newport Railway Companies in Company; Agreements with those Companies; Transfer to, vesting in, or leasing to Company of Hall's Tramroad; Power to Company to exercise borrowing powers of Llanely Railway and Dock, and Llynvi and Ogmere, Cardiff and Ogmere, and Alcester and Stratford-upon-Avon Railway Companies; Provisions as to consolidation, surrender, and exchange of Debenture Stock; Creation of other Debenture Stock and as to payment of interest on Debenture Stock; Provisions as to Purchase of Mines and Minerals, and as to the working thereof; Provisions as to Superannuation and Guarantee Funds of Company, and as to officers and servants of Railway Companies whose Railways are leased to or worked over by Company becoming members of such Superannuation Fund; Agreements with such Railway Companies for making applicable to their officers and servants the Guarantee Fund of the Company; Agreements with South Wales Mineral Railway Company, and provisions for that Company paying part of cost of new road at

No. 24269.

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Briton Ferry; Application of Corporate Funds by Company, South Wales Mineral Railway Company, London and North Western Railway Company, and Bristol and North Somerset Railway Company; Agreements with Local Boards or Sanitary Authorities as to Construction and Maintenance of New Roads and Works, and power to them to contribute part of cost; Agreements with School Board of New Swindon for transfer of School to School Board and as to Exchange of Lands with School Board; Additional Capital; Amendment of Acts.

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

To enable the Great Western Railway Company (hereinafter called "the Company") to make and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works and conveniences connected therewith (that is to say):—

1. A railway commencing in the parish of Christchurch by a junction with the Pontypool Caerleon and Newport Railway, at or near the North Fork Junction signal box on that railway at Maindee Junction, and terminating in the parish of Malpas, by a junction with the Eastern Valleys Railway of the Monmouthshire Railway and Canal Company, about 3 chains southward of the mile post on that railway indicating  $1\frac{1}{2}$  miles from Dock Street Station, Newport, which proposed railway will pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Christchurch, Saint Woollos and Malpas, all in the county of Monmouth.

2. A railway, to be wholly situate in the parish of Mynyddyslwyn, in the county of Monmouth, commencing by a junction with the Newport Abergavenny and Hereford Taff Vale Extension Railway of the Company at a point thereon about 100 yards eastward of the mile post on that railway indicating  $41\frac{1}{2}$  miles from Swansea, and terminating by a junction with the railway known as Hall's Tramroad, or the Abercarne Railway, at or near a point thereon 80 yards westward of the western end of the tunnel on the said tramroad or railway.

3. A railway or siding wholly situate in the out parish of Saint Philip and Jacob, in the city and county of Bristol, commencing in the goods yard of the Company, near to and adjoining a siding in that yard on the northern side of and adjoining Silverthorn-lane, and terminating in the St. Vincent's Galvanized Iron Works in the occupation of John Lysaght, on the southern side of and adjoining Silverthorn-lane, and near to where that lane communicates with Marsh-lane.

To enable the Company to widen and enlarge the existing bridge of the Company, which carries the railway over the Strand, in the parish of Swansea, in the county of Glamorgan.

To enable the Company to alter the line and levels of so much of the roads or streets in the parish of Paddington, in the county of Middlesex, called or known by the names of Westbourne Park-place and Lord Hill's-bridge, as extends from where the road or street called Westbourne Park-villas communicates with Westbourne Park-place, to about the middle of Lord Hill's-bridge, and which portion of road or street so proposed to be altered is wholly situate within the said parish of Paddington, in the county of Middlesex.

To enable the Company to make an alteration or deviation in the precinct of Norwood, in the parish of Hayes, in the county of Middlesex, of the public footpath or highway leading from

Southall to Norwood, which crosses the railways of the Company at the Southall Station, such alteration or deviation to commence at about 160 yards southward of the southern fence of the Company's property, where such property is crossed by the said footpath, and to terminate at the public road leading from Norwood to Southall, which crosses the railways of the Company at the Southall Station, about 100 yards southward of the southern end of the bridge which carries the said road over the Great Western and Brentford Railway; and to empower the Company to stop up and discontinue as a public footpath or highway so much and such parts of the existing public footpath or highway as may be rendered unnecessary by the construction of the said intended new footpath, and to extinguish all rights of way over the same, and to vest in and appropriate to the purposes of the Company so much of the site of the said existing footpath or highway as will be stopped up, or some part or parts thereof.

To enable the Company to stop up and discontinue so much of a certain highway or road, situate in the parish of Langley Marsh, in the county of Buckingham, leading from Langley Marsh to Sawyer's Green, which crosses the railway of the Company on the level at or near the Langley Marsh Station as extends from a point about 6 chains southward to a point about 3 chains northward of the said railway; and in lieu thereof to make and maintain a new road wholly in the said parish of Langley Marsh, commencing at the aforesaid point, about 6 chains southward of the said railway, and terminating at the aforesaid point, about 3 chains northward of the said railway, and to vest in and appropriate to the purposes of the Company so much of the site of the said road as will be stopped up under the authority of the intended Act, or some part or parts thereof.

To enable the Company to stop up and discontinue so much of a certain highway or road, called or known as Rodbourn-lane, situate in the parish of Swindon, in the county of Wilts, which crosses the railway of the Company from Bristol to London on the level at or near the Company's workshops; and in lieu thereof to make and maintain a new road wholly in the said parish of Swindon, commencing at a point on the existing road about 7 chains northward of the Company's Railway, and terminating at a point on the said existing road about  $2\frac{1}{2}$  chains southward of the Company's Railway, and to vest in and appropriate to the purposes of the Company so much of the site of the said road as will be stopped up under the authority of the intended Act, or some part or parts thereof.

To enable the Company to stop up and discontinue so much of a certain highway or road, situate in the parish of Wooburn, in the county of Buckingham, leading from Wooburn to Great Marlow, which crosses the railway of the Company on the level about 16 chains north-eastward of the Bourne End Station, on the Company's railway, as extends from a point about  $2\frac{1}{2}$  chains westward to a point about 1 chain eastward of the said railway; and in lieu thereof to make and maintain a new road wholly in the said parish of Wooburn, commencing at the road from Cookham to Great Marlow which crosses the railway of the Company on the level at the Bourne End Station, at a point on such road about  $1\frac{1}{2}$  chains southward of such last-mentioned level crossing, and terminating at the said road from Wooburn to Great Marlow at the aforesaid point about 1 chain eastward of where that road crosses the said railway on the level, and to vest in and appropriate to the purposes of

the Company so much of the site of the said road as will be stopped up under the authority of the intended Act, or some part or parts thereof.

To enable the Company to stop up and discontinue so much of a certain highway or road situate in the parish of Briton Ferry, in the county of Glamorgan, called or known by the name of Regent-street, as crosses the railway of the Company on the level at Briton Ferry, and is situate within the boundaries of the Company's property; and in lieu thereof to make and maintain a new road wholly in the said parish of Briton Ferry, commencing at Regent-street aforesaid, at a point about 5 chains westward of the said railway, and terminating at the western end of the road which immediately adjoins, and is situate on the northern side of the English Baptist Chapel, at Briton Ferry, which chapel adjoins the road from Briton Ferry to Neath, and to vest in and appropriate to the purposes of the Company so much of the site of the said road as will be stopped up under the authority of the intended Act, or some part or parts thereof.

To enable the Company to stop up and discontinue so much of a certain highway or road situate in the parish of Llanely, in the county of Carmarthen, called or known by the name of Station-road, as crosses the railway of the Company on the level at Llanely, and is situate between the boundaries of the Company's property; and also to stop up and discontinue so much of a certain highway or road, situate in the said parish of Llanely, leading from Copper Works-road to Station-road, which crosses the railway of the Company on the level, about 10 chains westward of the present passenger station on the Company's Railway at Llanely, as is situate between the boundaries of the Company's property, and in lieu of the portions of the said roads so to be stopped up to make and maintain a new road wholly in the said parish of Llanely, commencing at the Copper Works-road, about 8 chains westward of where that road communicates with Station-road, and terminating at Station-road aforesaid, about 7 chains north-westward of where that road crosses the said railway on the level; and to vest in and appropriate to the purposes of the Company so much of the site of the said roads as will be stopped up under the authority of the intended Act, or of some part or parts thereof.

To enable the Company to alter the levels of so much of the said Copper Works-road, and of the said Station-road, in the said parish of Llanely, as will be rendered necessary by the construction of the intended road last above described.

To enable the Company to stop up, discontinue, and to extinguish all rights of way over a certain highway or street situate in the parish of Paddington, in the county of Middlesex, called or known by the name of Cumming-street, and which leads from Francis-street to South Wharf-road, and to vest in and appropriate to the purposes of the Company the site of the said street stopped up under the authority of the intended Act, or some part or parts thereof.

To enable the Company to stop up and discontinue so much of a certain highway or footpath at Newport, on the eastern side of the canal of the Monmouthshire Railway and Canal Company, as extends from Mill-street to High-street, Newport, and which portion of the said footpath so to be stopped up is situate within the parish of St. Woollos, in the county of Monmouth.

To enable the Company to purchase by agreement or compulsion, lands, houses and buildings for the purposes of the railways, roads and works intended to be authorised by the Bill, also to

purchase by agreement or compulsion for any of the purposes of the intended Act, and for the general purposes of their undertaking and works connected therewith, and for providing increased accommodation, the lands, houses and buildings following, (that is to say):—

Certain lands, houses and buildings in the parish of Paddington, in the county of Middlesex, bounded on the north by South Wharf-road, on the south by Francis-street, on the east by Saint Mary's Hospital, and on the west by London-street.

Certain lands, houses and buildings on the south-western side of the West London Extension Railway, and adjoining thereto, in the parish of Fulham, in the county of Middlesex.

Certain lands, houses and buildings on the northern side of the Company's Railway, and adjoining thereto, in the parishes of Hammersmith and Acton, in the county of Middlesex.

Certain lands, houses and buildings on the northern side of the Company's Railway, and adjoining thereto, in the parish of Langley Marsh, in the county of Bucks.

Certain lands, houses and buildings on the southern side of the Company's Railway, and adjoining thereto, in the parishes of Hillingdon and West Drayton, in the county of Middlesex.

Certain lands, houses and buildings on the western side of the Company's Railway, and adjoining thereto, in the parish of St. Martin's, in the county of Salop.

Certain lands, houses and buildings on the northern side of the Company's Railway, and adjoining thereto, in the parish of Swindon, in the county of Wilts.

Certain lands, houses and buildings in the said parish of Swindon, on the southern side of and adjoining the road which extends from Regent-street past the Eagle Tavern to and beyond the existing schools for girls and infants in the said parish of Swindon.

Certain lands, houses and buildings on the northern side of the Company's works and station at Newport, and adjoining thereto, in the parish of Saint Woollos, in the county of Monmouth.

Certain lands, houses and buildings on the northern side of the Company's Railway, and adjoining thereto, in the parish of Saint Woollos, in the county of Monmouth, and extending from the Western Valleys Railway of the Monmouthshire Railway and Canal Company to the River Ebbw.

Certain lands, houses and buildings on the south side of the Ross and Monmouth Railway, and adjoining thereto, in the parish of Dixton, in the county of Monmouth.

Certain lands, houses and buildings on the northern side of the Company's Railway, and adjoining thereto, in the parishes of Saint Mary Cardiff, and Roath, in the county of Glamorgan.

Certain lands, houses and buildings on the northern side of Company's Railway, and adjoining thereto, in the parishes of Gellygaer and Llanvabon, in the county of Glamorgan.

Certain lands, houses and buildings on the northern side of the Company's Railway, and adjoining thereto, in the parish of Llantrissant, in the county of Glamorgan.

Certain lands, houses and buildings situate between the North Dock Branch Railway of the Company at Swansea, and the Swansea Harbour Railway, and adjoining thereto, in the parish of Swansea, in the county of Glamorgan.

Certain houses, lands and buildings, in the parish of Saint John-juxta-Swansea, in the county of Glamorgan, on the eastern side of the Railway No. 1, authorised to be constructed by the Company, by "The Great Western Railway-Swansea Canal Act, 1872," and adjoining thereto, and also

adjoining the road numbered 8 in the said parish, on the plan of the said authorised Railway deposited with the Clerk of the Peace of the county of Glamorgan, in November, 1871.

Certain lands, houses and buildings on the western side of the Company's Railway, and adjoining thereto, in the parish of Llanstadwell, in the county of Pembroke, and certain other lands, houses and buildings also on the western side of the said railway, and adjoining thereto, in the said parish of Llanstadwell, and about 40 chains northward of the said last-mentioned lands.

Certain lands, houses, and buildings on the eastern side of the Company's Railway, and adjoining thereto, in the parish of Rosemarket, in the county of Pembroke, and certain other lands, houses and buildings in the said parish of Rosemarket, and on the east side of and adjoining Neyland Pill.

Certain lands, houses and buildings on the eastern side of Neyland Pill, and adjoining thereto, in the parish of Burton, in the county of Pembroke, and certain other lands, houses and buildings also on the eastern side of Neyland Pill, and adjoining thereto, in the said parish of Burton, and about 16 chains northward of the said last-mentioned lands, houses and buildings.

To enable the Company and the London and North Western Railway Company, jointly or either of them, with the consent of the other, to acquire, by compulsion or agreement, and to hold for purposes connected with their Shrewsbury and Hereford Railway, the lands, houses and buildings following, or some of them (that is to say):—

Certain lands, houses, and buildings in the parish of Bitterley, in the county of Salop, lying on the north side of and adjoining the Ludlow and Clew Hill Railway, near to Bitterley.

Certain lands, houses and buildings in the parish of Church Stretton, in the county of Salop, lying on the west side of and adjoining the Shrewsbury and Hereford Railway, near to Little Stretton.

To empower the Company and the London and North Western Railway Company to make and carry into effect agreements with respect to any of the matters aforesaid in which they are jointly interested.

To enable the Company and the Bristol and North Somerset Railway Company, or either of them, to make and maintain the railway and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith (that is to say):

A railway commencing in the parish of Timsbury, in the county of Somerset, by a junction with the Camerton Branch Railway, authorised to be constructed by "The Bristol and North Somerset Railway Act, 1873," at or near the western side of a road called Mill-lane, which leads from Radford Mill to Timsbury, and which road is numbered on the deposited plans of the said Camerton Branch Railway 41, in the parish of Timsbury, and terminating in the parish of Camerton, at or near and on the eastern side of the blacksmith's shop adjoining the Camerton New Pit Colliery, which proposed railway will pass from, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say): Timsbury, Paulton, Midsomer Norton, and Camerton, all in the county of Somerset, and to abandon the construction of so much of the said authorised Camerton Branch Railway as will be

ered unnecessary by the construction of the intended railway.

To empower the Company and the Bristol and North Somerset Railway Company to make and carry into effect agreements with respect to the construction of the intended railway lastly above described, and as to the working, maintenance, and management thereof, and the apportionment of the receipts arising therefrom, and from other railways in connection therewith.

To vary, repeal or extinguish, all existing rights or privileges in any manner connected with the lands, houses, and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the conversion and use thereof for the purposes of the intended Act, and to confer other rights and privileges.

To authorise the alteration, diversion, widening, crossing or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, streams and rivers adjoining to the aforesaid lands, houses and buildings with which it may be necessary to interfere in the conversion and use of those lands, houses and buildings.

To make provision for the repair of all or any of the new roads, streets, footpaths, or highways to be constructed under the authority of the intended Act, by the same persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships or places within which the intended new roads, streets, footpaths, or highways respectively will be situate, are, for the time being, legally repairable, or by such other persons and means as may be prescribed by the intended Act.

To empower the Company, or the Company and the Bristol and North Somerset Railway Company to purchase so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by section 92 of the Lands Clauses Consolidation Act, 1845.

And notice is hereby given, that maps, plans, and sections relating to the objects of the intended Act, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, as follows (that is to say): as regards the lands and works in the county of Monmouth, with the Clerk of the Peace for the county of Monmouth, at his office in Newport; as regards the lands and works in the city and county of Bristol, with the Clerk of the Peace for the city and county of Bristol, at his office in Bristol; as regards the lands and works in the county of Glamorgan, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; as regards the lands and works in the county of Middlesex, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; as regards the lands and works in the county of Buckingham, with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury; as regards the lands and works in the county of Carmarthen, with the Clerk of the Peace for the county of Carmarthen, at his office in Llandovery; as regards the lands in the county of Salop, with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury; as regards the lands and works in the county of Wilts, with the Clerk of the Peace for the county of Wilts, at his office at Marlborough; as regards the lands in the county of Pembroke, with the Clerk of the Peace for the county of Pembroke, at his office at Haverfordwest; and as regards the lands and works in the county of Somerset, with the Clerk of the Peace for the county of Somerset, at his

office at Wells; and that a copy of so much of the said plans and sections and books of reference as relates to each of the before-mentioned parishes, and also a copy of the said Gazette notice will be deposited on or before the said 30th day of November, with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of the adjoining parish, at his residence; in the case of the precinct of Norwood, with the Vestry Clerk of that precinct, at his residence, and also with the parish clerk of the parish of Hayes, at his residence; in the case of the parish of Paddington, with the Vestry Clerk of that parish at his office at Paddington; and in the case of the parishes of Fulham and Hammersmith, with the Clerk of the Fulham and Hammersmith District Board of Works, at his office at the Broadway, Hammersmith.

And it is also proposed by the said intended Act to authorise the levying of tolls, rates, dues, and other charges for and in respect of the use of the said intended railways respectively, and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, dues, and charges.

To extend the time for the sale by the Company of all or any lands acquired or held by them, which are not, or eventually may not be, required for the purposes of their undertaking, and to confer further powers on the Company in relation to the said lands, and to enable the Company to sell the lands which have been acquired by them, or some part or parts thereof, for building or other purposes; or to grant building or other leases of the said lands, or of any part or parts thereof, and to dispose of, lease, or let the said lands, or any part or parts thereof, on chief rents or otherwise, and so far as necessary to alter, amend and extend the provisions of "The Lands Clauses Consolidation Act, 1845," with reference to the sale of superfluous lands.

To revive the powers granted by the Great Western Railway Act, 1872, for the purchase of lands for and to extend the time limited by that Act for the construction and completion of the Railway No. 3, the Graving Dock No. 4, and the Road No. 5, authorised by that Act, and to confer further powers on the Company in relation to the construction of that railway, graving dock, and road, and which railway, graving dock, and road are situate in the parishes of Llanstadwell and Burton, in the county of Pembroke.

To revive the powers granted by the Great Western Railway (Swansea Canal) Act, 1872, for the purchase of lands for so much of the Railway No. 1 authorised by that Act as lies between a point near to the footbridge which crosses the Swansea Canal near Tyr Penry and the termination of the said intended Railway No. 1 near the Tyr Canal Colliery, and which footbridge is numbered on the plans deposited in respect of that railway with the Clerk of the Peace for the county of Glamorgan 199, in the parish of Llangafelach; and also for the purchase of the lands numbered on the said deposited plans 91, in the same parish, and to extend the time limited by that Act, for the construction and completion of the Railways Nos. 1 and 2, authorised thereby, and to confer further powers on the Company with reference to the purchase of lands for, and the construction of, the said railways.

To extend the time limited by the Great Western Railway Act, 1873, for the purchase of lands for, and for the construction and com-

pletion of, the Railways Nos. 2 and 3 and works authorised to be constructed by that Act, and to confer further powers on the Company with reference thereto.

To extend the time limited by the Great Western Railway (Additional Powers) Act, 1871, for the construction and completion of the railway thereby authorised and therein called "the Birkenhead New line," and to confer further powers on the Company and the London and North Western Railway Company in relation thereto.

To authorise the Company to subscribe or contribute to the capital and to the debenture debt of the Ely and Clydach Valley Railway Company, the Waterford Dungarvan and Lismore Railway Company, the Limerick and Kerry Railway Company, the Kington and Eardisley Railway Company, and the Pontypool Caerleon and Newport Railway Company respectively; to appropriate such portion of their existing capital as may be necessary therefor, and to enter into and carry into effect agreements with the said Companies, or either of them, with reference thereto.

To authorise the Company to convert the shares or stocks now held by them or on their behalf in the capital of the Pontypool Caerleon and Newport Railway Company into or to exchange such shares or stocks for ordinary or preference stock of the Company, and to make all necessary arrangements with reference thereto.

To confirm and give effect to an agreement between the Company and the Milford Docks Company, as to a subscription to the capital of that Company by the Company, the affording accommodation at the docks for the traffic of the Company, and for other purposes.

To provide for the vesting of, or to vest, the undertakings of the Coleford Monmouth Usk and Pontypool Railway Company, and of the Pontypool Caerleon and Newport Railway Company, hereinafter referred to as the two Companies, or either of them, and the amalgamation thereof with the undertaking of the Company upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act; to empower the Company to substitute shares or stock of the Company for shares or stock of the two Companies, or either of them, and to create and issue shares or stock for that purpose; to dissolve or provide for the dissolution of the two Companies, or either of them; and to provide for the exercise and fulfilment by the Company in their own name, and under the hands of their directors, officers and servants, of all the rights, powers, privileges, and obligations of the two Companies, or either of them, whether with reference to the acquisition of lands, the construction and maintenance of works, the levying of tolls, rates and charges, the granting or issuing of mortgages or bonds, or otherwise; and to provide for the conversion into shares or stock of the Company of the shares or stock in the capital of the two Companies, or either of them, whether before or after the same shall have been paid up in full.

To empower the Company on the one hand and the two Companies, or either of them, on the other hand to make, and enter into, and carry into effect, contracts or agreements with respect to all or any of the matters aforesaid, and to confirm any contracts or agreements which may have been or may be entered into for the above purposes, or any or either of them.

To sanction and provide for the acquisition by transfer to, or vesting in, or leasing to the Company, of the railway or tramway known as Hall's

Tramroad, or the Abercarne Railway, in the county of Monmouth, now belonging or reputed to belong to the Right Honourable Lady Llanover, and all the lands and works connected therewith, or held, occupied, and enjoyed for the purposes of or in relation to the said railway or tramway; and all the powers, rights and privileges of the said Lady Llanover or other the owner or owners of the said tramway for the time being, including the power of fixing and levying tolls, rates, and charges, and to make such further and other provisions as may be expedient and necessary, and also to empower the Company, if thought fit, to alter the tolls, rates and charges leviable for the use of the said railway or tramway, and the conveyance and accommodation of traffic thereon and thereat, and to authorise the Company to levy new tolls, rates, and charges in respect thereof; and to confer, vary, and extinguish exemptions from such several tolls, rates, and charges, and to confer on the Company and Lady Llanover, or other the owner or owners of the said tramway for the time being, full powers with reference to the matters aforesaid, or any of them, and also to enter into, and carry into effect, contracts, agreements, or arrangements with reference to such matters, or any of them.

To authorise the Company to exercise in their own name, and under their own seal, and on the security of their own undertaking, the borrowing powers of the Llanelly Railway and Dock Company, the Llynvi and Ogmore Railway Company, the Cardiff and Ogmore Railway Company, the Alcester Railway Company, and the Stratford-upon-Avon Railway Company respectively, or of some or one of them; and to make agreements with the said Companies respectively for, or in relation thereto, the interest on the debentures, mortgages, or bonds of those Companies respectively, or of some or one of them, being now defrayed, or partly defrayed, by the Company.

To provide for the consolidation into one or more debenture stock or stocks of all or any part of the existing or future debenture stock or stocks of the Company, and to make provisions as to the surrender and exchange of the existing or future debenture stock or stocks, or any of them, or any part thereof, and as to the creation of other debenture stock or stocks in lieu thereof, and also to provide for the payment of interest on such stock or stocks, or any part thereof when consolidated or exchanged, and on the new debenture stock or stocks which may be created under the powers of the intended Act.

To authorise the Company to purchase, by compulsion or otherwise, all or any part of the mines of coal, ironstone, slate, clay, or other minerals, under their railways, canals, or works, or any of them, or any part or parts thereof, or within forty yards thereof, and all or any interests therein, and to make provision for the working of such mines or minerals, under or near to the said lands, railways, canals, or works, in such manner as not to interfere with the safe and proper working of the railways, canals, or works of the Company, and to amend or extend, so far as may be necessary, the provisions of the Railways Clauses Act, 1845, with respect to mines.

To make provision with reference to the admission or continuance as a member of the superannuation fund of the Company, of any officer or servant of any other Company whose undertaking, or any part thereof, is leased to the Company, or to the Company and any other Company jointly, or over whose railways the Company work their engines and carriages, and convey traffic as agents of, or by arrangement with, the other Company, and also to enable the Company, and any such Company as aforesaid, to enter

into, and carry into effect, agreements by which the Company may permit such other Company to accept as security for the officers and servants employed by them, the guaranteed fund of the Company, and to enlarge and extend the powers of the Company with reference to such superannuation and guarantee funds accordingly, and to make all necessary provisions with reference to the objects aforesaid, or some of them.

To authorise the Company and the South Wales Mineral Railway Company to enter into and carry into effect agreements with reference to the proportion of the costs, charges, and expenses of the new road at Briton Ferry, proposed to be authorised by the intended Act, or incident thereto, to be paid by the South Wales Mineral Railway Company, and to provide for that Company bearing a proportion of such costs, charges, and expenses, or paying interest thereon, and to authorise the South Wales Mineral Railway Company to apply to the purposes thereof such portion of their corporate funds or other monies as they shall think expedient, or as may be necessary, and, if need be, to raise for such purpose additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by either of such means.

To authorise the Company and any Local Board or Sanitary Authority of the District or Districts in which the roads respectively proposed to be authorised by the intended Act are situate, to enter into and carry into effect agreements with reference to the construction and maintenance of the said intended roads, or any of them, and as to the Local Board or Sanitary Authority contributing towards the cost of the construction of such roads, or any of them, or constructing the same themselves, and to authorise such Local Board or Sanitary Authority to apply to the purposes thereof such portion of their funds, rates, taxes, or assessments, as they may think expedient.

To authorise the Company and the School Board for New Swindon, and other bodies or persons interested therein, to enter into and carry into effect agreements with reference to the transfer to the School Board on such terms and conditions as may be arranged of a certain school at New Swindon belonging, or reputed to belong, to the Company, and to authorise the Company and the said School Board to exchange lands belonging to them respectively; or which may hereafter be acquired by them, or either of them, and to free and relieve such lands of all, or any, restrictions as to the user thereof to which they may be subject.

To enable the Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient, and to raise for such purposes, and for the general purposes of their undertaking, additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage, or borrowing, or by either of such means.

To enable the London and North Western Railway Company to apply to the acquisition of the lands in the county of Salop hereinbefore described such portion of their corporate funds as they shall think expedient.

To enable the Bristol and North Somerset Railway Company to apply to the construction of the railway in the county of Somerset, hereinbefore described, or some part or parts thereof, such portion of their corporate funds, and of the Camerton Branch funds, or either of them, as they shall think expedient, and to raise for such

purposes additional capital by the creation of shares or stock with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or by either of such means.

And also to alter, amend, extend, or repeal all or some of the powers and provisions of the several Acts (local or personal) following, or some of them (that is to say): Acts relating to the Great Western Railway Company and their undertaking: videlicet, 5 and 6 William IV, cap. 107; Great Western Railway Act, 1851; Great Western Railway (Birmingham and Chester Railways) Act, 1854; Great Western Railway (West Midland Amalgamation) Act, 1863; Great Western Railway (South Wales Amalgamation) Act, 1863; Great Western Railway (Vale of Neath Amalgamation) Act, 1866; Great Western Railway (Wycombe Railway Transfer) Act, 1866; Great Western Railway (Various Powers) Act, 1867; Great Western Railway (Hereford and Gloucester Canal Vesting) Act, 1870; London and North Western Railway (Additional Powers) Act, 1870; Great Western Railway (Additional Powers) Act, 1871; Great Western Railway Act, 1872; Great Western Railway (Swansea Canal) Act, 1872; Great Western Railway Act, 1873; and any other Act or Acts relating to or affecting the Company.

Act relating to the Ely and Clydach Valleys Railway Company and their undertaking: videlicet, (local and personal Act) 36 and 37 Vic., cap. 230, and any other Act or Acts relating to that Company.

Acts relating to the Llynvi and Ogmore Railway Company and their undertaking: videlicet, local and personal Acts (29 and 30 Vic., cap. 120,) 36 and 37 Vic., cap. 177, and any other Act or Acts relating to that Company.

Act relating to the Cardiff and Ogmore Valley Railway Company and their undertaking: videlicet, (local and personal Act) 36 and 37 Vic., cap. 147, and any other Act or Acts relating to that Company.

Acts relating to the Pontypool Caerleon and Newport Railway Company: videlicet, (local and personal Acts) 28 and 29 Vic., cap. 364, 31 and 32 Vic., cap. 137, and any other Act or Acts relating to that Company.

Acts relating to the London and North Western Railway Company and their undertaking: videlicet, (local and personal Acts) 9 and 10 Vic., cap. 204, 24 and 25 Vic., cap. 134, 33 and 34 Vic., cap. 112, and any other Act or Acts relating to that Company.

Act relating to the Coleford Monmouth Usk and Pontypool Railway Company and their undertaking: videlicet, (local and personal Act) 16 and 17 Vic., cap. 217, and any other Act or Acts relating to that Company.

Act relating to the Milford Docks Company and their undertaking: videlicet, (local and personal Act) 37 and 38 Vic., cap. 67, and any other Act or Acts relating to that Company.

Act relating to the Llanelly Railway and Dock Company and their undertaking: videlicet, (local and personal Act) 16 and 17 Vic., cap. 169, and any other Act or Acts relating to that Company.

Act relating to the Waterford Dungarvan and Lismore Railway Company and their undertaking: videlicet, (local and personal Act) 35 and 36 Vic., cap. 106, and any other Act or Acts relating to that Company.

Act relating to the Limerick and Kerry Railway Company and their undertaking: videlicet, (local and personal Act) 36 and 37 Vic., cap. 246, and any other Act or Acts relating to that Company.

Act relating to the Kington and Eardisley Railway Company and their undertaking: videlicet, (local and personal Act) 25 and 26 Vic.,

cap. 67, and any other Act or Acts relating to that Company.

Act relating to the Alcester Railway Company and their undertaking: videlicet, (local and personal Act) 35 and 36 Vic., cap. 170, and any other Act or Acts relating to that Company.

Act relating to the Stratford-upon-Avon Railway Company and their undertaking: videlicet, (local and personal Act) 20 and 21 Vic., cap. 116, and any other Act or Acts relating to that Company.

Acts relating to the South Wales Mineral Railway Company and their undertaking: videlicet (local and personal Acts, 16 and 17 Vic., cap. 197, 18 and 19 Vic., cap. 23; and any other Act or Acts relating to that Company.

Acts relating to the Bristol and North Somerset Railway Company and their undertaking: videlicet, (local and personal Acts) 26 and 27 Vic., cap. 168; and 36 and 37 Vic., cap. 168; and any other Act or Acts relating to that Company.

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

Dated this 9th day of November, 1875.

*R. R. Nelson*, Solicitor, 20, Abingdon-street, Westminster.

#### Southwold Railway.

(Construction of Railway on Narrow Gauge from Halesworth to Southwold, in Suffolk, with Branches; Railway to be constructed and worked as a Light Railway; Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to incorporate a Company (hereafter referred to as "the Company"), and to authorize the Company to make and maintain the following railways, with all proper stations, buildings, works, approaches and conveniences connected therewith respectively, that is to say:—

1. A railway (hereinafter called Railway No. 1), to commence in the parish of Halesworth, near the railway station, in a plot of land, the property of Henry Edwin Garrod (which plot of land is part of a field numbered 582 on the tithe commutation map of the parish of Halesworth), at the point where the north-eastern boundary fence of the Great Eastern Railway intersects the south-eastern fence of the road leading from Halesworth to Bungay, and to terminate in a field in the borough and parish of Southwold, the property of the mayor, aldermen, and burgesses of the borough of Southwold (hereinafter called "the Corporation"), at a point near a cottage on the high road leading into Southwold, in the occupation of William Gooding, and commonly known as the Gate-house.
2. A railway (hereinafter called Railway No. 2), to commence in the parish of Halesworth, in a garden, the property of Frederick Haward (numbered 76 on the tithe commutation map of the parish of Halesworth), at a point 10 feet from the bank of the River Blyth Navigation, measured in a northerly direction, and to terminate by a junction with Railway No. 1, in a field in the parish of Halesworth, the property of Charles Easton, and in the occupation of Maria Atmer (numbered 607 in the tithe commutation map of the parish of Halesworth), at a point 3 chains from the southern fence separating the said field numbered 607 from the

property numbered 610 on the said tithe commutation map, measured in a northerly direction along the eastern fence of the said field numbered 607.

3. A railway (hereinafter called Railway No. 3), to commence in the borough and parish of Southwold, by a junction with Railway No. 1, in a marsh, the property of the Corporation, and in the occupation of John Penn, at a point on the easternmost or old wall on the eastern side of the Woodsend or Buss Creek 15 chains or thereabouts, measured along the said wall from the western end of Blackshore Quay, and to terminate in the said borough and parish at the eastern end of Blackshore Quay.

All which said railways and the stations, works, and conveniences connected therewith respectively, will pass from, through, and into or be situate within the parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say:—Halesworth, Holton, Spexhall, Bramfield, Westhall otherwise West Hall, Blythford otherwise Blyford, Wen-haston, Thorington, Wrangford, Blythburgh, Walberswick, Reydon, Easton-Bavent, and Southwold, in the county of Suffolk.

And it is proposed to authorize the Company to purchase, by compulsion or agreement, and to hold lands and buildings in the several parishes, townships, and places aforesaid, for the purposes of the intended undertaking, or which they may be required, or it may be convenient for them to acquire or hold, and rights or easements in, over, or affecting lands or buildings, and to stop up, alter, remove, or divert temporarily or permanently all or any roads, streets, highways, railways, tramways, telegraph wires or apparatus, rivers, streams, waters, water-courses, pipes, sewers, drains, bridges, buildings, or works of any description which it may be necessary or convenient to stop up, alter, remove, or divert for any of the purposes of the intended Act, and to take powers of lateral and vertical deviation from the line and levels of the proposed railways respectively, as described on the plans and sections hereinafter referred to.

And it is proposed to authorize the construction of the railways on a narrower gauge than four feet eight inches and a half, anything in the Public General Act 9 and 10 Vic., cap. 67, for regulating the gauge of railways, or in any other Act contained to the contrary notwithstanding; also to authorize the construction and working of the railways as light railways, subject to all or certain of the provisions relating to light railways contained in "The Regulation of Railways Act, 1868," and to alter or modify certain of the said provisions of that Act as applicable to the Company and their undertaking.

And it is proposed to authorize the Company 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, and to vary or extinguish all existing rights or privileges which would or might in any way hinder or prevent the accomplishment of any of the objects of the intended Act, and to confer others rights and privileges.

A plan and section in duplicate of the proposed railways, and of the lands which will be subject to the compulsory powers of purchase to be conferred by the intended Act, a book of reference to the plan containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of the said lands, and a part of the ordnance map showing the general course and direction of the proposed railways will be deposited

for public inspection with the Clerk of the Peace for the county of Suffolk at his office at Ipswich. A copy of so much of the said plan, section, and book of reference respectively, as relates to any parish or extra-parochial place will be deposited in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some parish adjoining thereto at his residence. Every such deposit will be made on or before the 30th day of November, 1875, and will be accompanied by a copy of this notice.

Printed copies of the proposed Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December, 1875.

Dated this 16th day of November, 1875.

*W. H. Stephens*, 30, Bedford-row, London, W.C.;

*Crosse and Ram*, Halesworth, Suffolk;  
Solicitors for the Bill.

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

North British Railway (No. 1).  
(Additional Works and Powers.)

(New Railway and Works in the Counties of Lanark, Fife, and Edinburgh; Purchase of Additional Land; Stopping up of Streets; Appropriation of Sites in the City of Glasgow; Confirmation of Agreement with Leith Dock Commissioners; Provisions for Abandoning certain authorised Railways and Works; Level Crossing on Capeldrae Deviation; Extension of time for purchase of Lands and completion of Works, and for the disposal of superfluous Lands; Acquisition of Silloth Gasworks and Powers in reference thereto; Amalgamation with the Peebles, Berwickshire, and Penicuik Railway Companies; Subscription to Edinburgh, Loanhead, and Roslin Railway Company; Increase of Capital; Consolidation of Stocks and other provisions relating to Capital, Shares, Stocks, and Borrowing Powers; Extinction of Rights and Privileges; Tolls, &c.; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the North British Railway Company (hereinafter called "the Company") to make and maintain the railway, sea wall, roads and works following, or some of them, with all proper approaches, stations, buildings, works, and conveniences connected therewith respectively (that is to say):

A railway, to be wholly situate in the parish of Maryhill and county of Lanark, commencing by a junction with the Edinburgh and Glasgow line of the Company at a point thereon one thousand six hundred feet or thereabouts northwards of the junction of that line with the Glasgow Dumbarton and Helensburgh Branch of the Company, and terminating by a junction with the Glasgow Dumbarton and Helensburgh Branch at a point one thousand one hundred and forty feet or thereabouts westward of the said junction of the Edinburgh and Glasgow Line with the Glasgow Dumbarton and Helensburgh Branch measuring along the line of the said branch;

An embankment or sea wall, in the parish of Burntisland, and the bed or soil of the Firth of Forth in or adjacent thereto and royal burgh of Burntisland, in the county of Fife, commencing on the present sea wall which extends between the Company's

goods and passenger piers at Burntisland, at a point thereon one hundred and sixty-six yards or thereabouts eastward from the south-east corner of the easternmost passenger shed at Burntisland station, and terminating on the east quay wall of the said passenger pier one hundred and thirty-eight yards or thereabouts northward from the south-east corner thereof;

A road, in the parish of St. Cuthbert's and county of Edinburgh, to be carried under the Granton Branch of the Caledonian Railway near to the point where that branch crosses the Edinburgh and Glasgow Line of the Company, commencing at the wooden fence at the foot of the eastern slope of the embankment of that branch at a point one hundred and thirty-two feet or thereabouts north-westward from the south-east corner of the north abutment of the bridge carrying the Granton Branch over the Edinburgh and Glasgow Railway, and terminating at the wooden fence at the foot of the western slope of the said embankment at a point one hundred and forty-nine feet or thereabouts north-westward of the south-west corner of the said abutment;

A diversion of the public carriage road leading from Coatdyke to Greenend by Sheepford Locks, commencing at a point on the said road one hundred yards or thereabouts northward from the point where the said road is crossed on the level by the Rochsolloch Branch of the Company, and terminating at a point on the said road eighty yards or thereabouts southward from the point where the said road is crossed on the level by the said branch, which diversion will be wholly situate in the parish of Old Monkland, in the county of Lanark.

And it is proposed to take powers of lateral and vertical deviation 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 as may be prescribed by the intended Act, 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; also to authorise the Company to purchase lands and buildings, by compulsion or agreement, in all or some of the several parishes, royal burgh, and places aforesaid, for the purposes of the intended railways and works, or any of them; and also the following lands, buildings, and property for station or siding accommodation, or other purposes (that is to say):—

Certain lands and property situate in the city parish of Glasgow and royal burgh of Glasgow, in the county of Lanark, and bounded on the north by property belonging to the Company, and on the west partly by property belonging to the Company and partly by a line drawn along the centre of Comely Park-street, on the east by Slatefield House and grounds, and on the south by a line drawn along the centre of Comely Park-terrace and Malvern-place;

Certain lands, partly in the parish of Springburn and partly in the parish of Maryhill and royal burgh of Glasgow, and county of Lanark, adjoining and abutting on the eastern side of so much of the Edinburgh and Glasgow Railway of the Company as is situate between the incline stationary engine house at Cowlairst Station on the north and the northern entrance of the Company's Queen-street tunnel on the south, the said

lands being of an average width of thirty feet;

Certain lands, houses, and other property, situate in the city parish of Glasgow, and royal burgh of Glasgow, in the county of Lanark, bounded on the north by Duke-street, on the south by the site of the Company's College Goods Station, on the east by the east building line of South Pettigrew-street, and on the west by High-street;

Certain lands and houses in the parishes of Saint Mary Carlisle, and Saint Cuthbert, Carlisle, the city of Carlisle, townships of Caldew-gate, Saint Mary Within, and Botchergate, or some of them, in the county of Cumberland, situate between Milbourne-street, Milbourne-crescent, and Charlotte-street, Carlisle, on the south-west, and the River Caldew on the north-east, including the soil or bed of that river between Nelson Bridge and Caldew Bridge and to revive the powers lately possessed by the Company for purchasing such lands and houses for the purposes of an agreement between the Company and the Midland Railway Company set out in the schedule to "The North British Railway (New Works) Act, 1866."

And it is proposed to empower the Company to stop up and discontinue as public streets or ways all or certain parts of Havannah-street and South Pettigrew-street, in the city parish of Glasgow and royal burgh of Glasgow, and so much of the said road leading from Coatdyke to Greenend as will be rendered unnecessary by the proposed diversion thereof, and to appropriate the sites of the said streets and diverted part of the said road respectively to the uses of the Company:

And it is proposed to confirm an agreement, dated the 13th and 19th days of March, 1874, and made between the Commissioners of the Harbour and Docks at Leith and the Company, with respect to the exchange and acquisition by the Company of certain lands adjoining or near to the docks at South Leith, and to authorise the said Commissioners and the Company respectively to carry the same into effect, with or without any alterations or modifications which may be made therein by any subsequent agreement between the same parties, and to confirm any such subsequent agreement as may have been entered into prior to the passing of the intended Act:

And it is proposed by the intended Act to authorise the Company to abandon or relinquish the construction of the following railways or parts of railways, or some or one of them, or some parts thereof respectively, and to release the Company from the payment of any penalties in respect of such railways or parts of railways not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands and heritages for the purpose of such railways or some of them (that is to say):—

So much of the railway authorised by "The North British Railway Act, 1873," and therein called Railway No. 1, as is not already completed;

The railway authorised by "The North British Railway Act, 1873," and therein called Railway No. 3;

So much of the railway authorised by "The North British Railway Act, 1873," and therein called the Capeldrae Deviation, as is situate between the point where the same crosses the private road leading to Capeldrae East Pit numbered 10, in the parish of Auchterderran, in the county of Fife, on the plans

of such deviation referred to in the said Act, and the termination of the said deviation as authorised by the same Act:

And it is proposed to authorise or sanction the construction of the said Capeldrae Deviation across and on the level of the public road numbered 8, in the said parish of Auchterderran, on the plans of the said deviation referred to in "The North British Railway Act, 1873."

And it is proposed to extend the time limited by "The North British Railway Act, 1873," for the compulsory purchase of lands for the purposes of the railways thereby authorised, and called respectively Railway No. 11 and Railway No. 12, and the time limited by the same Act for completion of those railways:

And it is proposed to extend the time within which the Company are required to dispose of superfluous lands:

And it is proposed to authorise the Company to sanction and confirm the purchase by the Company of the gas works at Silloth, and to supply therefrom gas for public and private consumption within the limits of the town of Silloth, and for such purposes and also for supplying the works, stations, harbours, dock, and buildings of the Company at Silloth, to have and exercise all or certain of the powers, rights, authorities, and privileges for breaking up streets and otherwise conferred by "The Gas Works Clauses Act, 1847," and all other public general Acts subsequently passed relating to gas works; and to continue and from time to time to extend and improve the existing gas works, and to erect other gas works and works for the manufacture or conversion of residual products upon the site or within the area called or known as the Silloth Gas Works (that is to say): within the area bounded on the north by the private occupation road called Sandylane, which leads from Skiddaw-street, Silloth, to farm lands; on the north-west by an occupation road belonging to the Company; on the west by ground belonging to the Company, and now or lately in the occupation of George Gibson and others as garden allotments; and on the south by arable land belonging to Mr. Jonathan Holliday of Causewayhead, and occupied by William Toppin; and to manufacture and convert gas and residual products on all or any part or parts of the said area:

And it is proposed to vest or to authorise and provide for the vesting in or transfer to the Company of the Peebles Railway, the Berwickshire Railway, and the Penicuik Railway, or some or one of them, and all the undertakings, railways, stations, buildings, works, real, personal, and moveable estate, and property, powers, rights, privileges, and authorities of the Peebles Railway Company, the Berwickshire Railway Company, and the Penicuik Railway Company respectively, or some or one of them, or certain parts thereof respectively, by amalgamation or sale, in such manner and upon such terms and conditions as may have been agreed upon between the Company, on the one hand, and the Peebles Railway Company (so far as relates to their undertaking), the Berwickshire Railway Company (so far as relates to their undertaking), or the Penicuik Railway Company (so far as relates to their undertaking), on the other hand, or as may hereafter be agreed upon between the Company and the said three other Railway Companies, or any of them, or as may be set forth or provided for in the intended Act; and to confirm all or any agreements which may be entered into between the Company and the said three other Companies, or any of them, prior to the passing of the intended Act; and to confer upon

the said Companies and all other necessary parties such powers and authorities as may be requisite to enable them respectively to carry the amalgamation or sale of their undertakings respectively, and the said agreements, or any of them, into complete effect; and to dissolve or provide for the dissolution of the Peebles Railway Company, the Berwickshire Railway Company, and the Penicuik Railway Company, the payment of their debts, and the winding up of their affairs:

And it is proposed for the purposes of the said amalgamations or sales, or any of them, to authorise the creation by the Company of such ordinary or preference shares or stock in their undertaking, with or without lien or real security, upon the undertakings to be amalgamated, or any of them, and such increase in the capital and borrowing powers of the Company as may be requisite; and to provide for the future consolidation of all or any shares or stock which may be issued as lien stock or preference stock, with some one or more class or classes of consolidated or unconsolidated lien stock or preference stock of the Company, whether now existing or hereafter to be created:

And it is proposed to authorise the Company to contribute money towards the undertaking of the Edinburgh Loanhead and Roslin Railway Company, and to subscribe for and hold shares in the capital of that Company:

And it is proposed to authorise the Company to apply any funds belonging to them or which they are authorised to raise in or towards all or any of the purposes of the intended Act, and to raise more money by the creation of guaranteed, preference, lien, ordinary, or debenture shares or stock, and by mortgage or bond and cash credit:

And it is proposed to authorise the Company to raise, by mortgage or otherwise, on the security of their general undertaking; any money which by or under "The Edinburgh Perth and Dundee Railway (Fife and Kinross Amalgamation) Act, 1862," or "The North British Railway (Tay Bridge and Railways) Act, 1870," they are authorised or empowered to borrow on mortgage of the separate undertaking therein respectively mentioned, and to provide for the conversion of all or any existing mortgages on the said separate undertakings respectively, into mortgages or debenture stock secured upon the general undertaking of the Company, and so in like manner with respect to any other moneys which the Company are authorised to raise by mortgage of any separate undertaking or separate part of their general undertaking, and any existing mortgages of such separate undertaking or separate part of their general undertaking:

And it is proposed to amend and extend the provisions of the Acts relating to the Company with respect to the consolidation of shares or stock, whether lien, guaranteed, preference, or ordinary, and otherwise to provide for the consolidation inter se or with any existing consolidated or unconsolidated lien, guaranteed, preference, or ordinary stock of all or any present or future stocks of the Company, whether lien, guaranteed, preference or ordinary; and also for the consolidation or conversion into one or more class or classes of debenture stock of all or some of the existing or future mortgages, debentures, or classes of debenture stock of the Company; and also for the conversion into ordinary stock of any guaranteed or preference stock of the Company, and for the conversion into guaranteed or preference stock of any ordinary stock of the Company, and for all or any of the purposes

aforsaid to authorise the Company to buy up or redeem any of their mortgages or debentures, or any shares or stock whether lien, guaranteed, preference, ordinary, or debenture, and whether created and issued, or created but not issued, and to cancel all or any shares or stock created but not issued, and to create and issue from time to time all such lien, guaranteed, preference, ordinary, or debenture stock as may be requisite, and to make other provisions for effecting, in the above-mentioned or any other way, any kind of conversion or consolidation of any classes of stock of the Company inter se, or into any new stock of any denomination:

And it is proposed to authorise the Company 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, and to stop up, 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, telegraphic 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, and to make and maintain shafts or openings from the surface of any street, road, or place to any railway constructed or to be constructed beneath the surface, and to underpin or otherwise secure or strengthen houses or buildings near any railway, and not intended to be taken for the purposes thereof; and to vary or extinguish all existing rights and privileges which would or might in any way prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges:

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of all or some of the Acts hereinbefore mentioned, and of "The North British Edinburgh Perth and Dundee and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the Company and to the undertakings belonging to, amalgamated with, or held on lease by or vested in, or worked, or authorised to be worked by the 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; the 1st, 3rd, 4th, 4th and 5th, 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, the 15th and 16th, 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, 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, the 36th and 37th, the 37th and 38th, and the 38th and 39th years of the reign of Her present Majesty; also "The Peebles Railway Act, 1853;" "The Peebles Railway Amendment Act, 1857;" "The

Berwickshire Railway Act, 1862;" "The Berwickshire Railway Act, 1866;" "The Penicuik Railway Act, 1870;" "The Edinburgh, Loanhead, and Roslin Railway Act, 1870;" and "The Edinburgh, Loanhead, and Roslin Railway Act, 1873;" Acts relating to the Leith Harbour and Docks: viz., 28th Geo. III. cap. 58; 38th Geo. III. cap. 19; 39th Geo. III. cap. 44; 39th and 40th Geo. III. cap. 57; 45th Geo. III. cap. 32 (local); 45th Geo. III. cap. 114; 47th Geo. III. (Session 2), cap. 3 (local); 53rd Geo. III. cap. 33 (local); 6th Geo. IV. cap. 103; 7th Geo. IV. cap. 105 (local); 1st and 2nd Vict. cap. 55; 7th Vict. cap. 20; 10th Vict. cap. 25 (local); 10th and 11th Vict. cap. 114; 23rd and 24th Vict. cap. 48; 33rd and 34th Vict. cap. 87; and "The Leith Harbour and Docks Act 1875;" the Acts relating to the Midland Railway Company, 7th and 8th Vict. caps. 18 and 59; 8th and 9th Vict. caps. 38, 49, 56, 90, and 181; 9th and 10th Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10th and 11th Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11th and 12th Vict. caps. 21, 88, and 131; 14th and 15th Vict. caps. 57, 88, and 113; 16th Vict. cap. 33; 16 and 17th Vict. cap. 108; 19th and 20th Vict. cap. 54; 22nd and 23rd Vict. caps. 40, 130, and 136; 23rd and 24th Vict. caps. 52, 65, 66, 67, 72, and 91; 24th and 25th Vict. caps. 57, 106, and 139; 25th and 26th Vict. caps. 81, 90, 91, and 173; 26th and 27th Vict. caps. 74, 82, 182, and 183; 27th and 28th Vict. caps. 164, 230, 231, and 245; 28th and 29th Vict. caps. 28, 327, 335, and 359; 29th Vict. cap. 90; 29th and 30th Vict. caps. 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30th and 31st Vict. caps. 27, 170, 185, and 207; 31st and 32nd Vict. caps. 43 and 49; 32nd and 33rd Vict. caps. 25, 83, and 115; 33rd and 34th Vict. cap. 63; 34th and 35th Vict. caps. 11, 39, 86, and 192; 35th and 36th Vict. caps. 57, 118, 140, 178, and 182; 36th and 37th Vict. caps. 54, 153, 187, and 210; 37th and 38th Vict. caps. 133, 160, 162, 169, and 170; and 38th and 39th Vict. caps. 26, 91, 103, and 111, and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies, or any of them, or the Commissioners of the Harbour and Docks of Leith, or any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the intended Act, and to incorporate and amend the provisions of "The Gas Works Clauses Act, 1847," and of all other public Acts subsequently passed amending the same, or otherwise, relating to gas undertakings:

And notice is hereby also given, that a plan and section in duplicate relating to each of the said railway, sea-wall, and roads, a plan in duplicate showing the lands and buildings respectively which may be taken under the compulsory powers of the intended Act, a book of reference to each such plan, and, in the case of the railway, a published map with the line of railway delineated thereon, showing its general course and direction, will be deposited as follows (that is to say):—As regards the railway, roads, lands, and buildings in the county of Lanark, with the principal sheriff-clerk of the county of Lanark, at his offices in Glasgow, Lanark, Hamilton, and Airdrie respectively; as regards the sea-wall, and lands in connection therewith, with the principal sheriff-clerk of the county of Fife, at his offices at Cupar and Dunfermline respectively; as regards the road in the county of Edinburgh with the principal sheriff-clerk of that county, at his office in Edinburgh; and as regards the lands in the

county of Cumberland with the clerk of the peace for the county of Cumberland, at his office at Carlisle; and that copies of so much of the plans, sections, and books of reference as relates to any parish or extra-parochial place, will be deposited, in the case of a parish in Scotland, with the schoolmaster (if any) and session-clerk of such parish, at their or his respective places or place of abode, and with the registrar appointed for such parish, or for the registration district in which the whole or the greater part thereof is comprised, under the provisions of the Public Act, 17 and 18 Vic., cap. 80, at his office; and in the case of an extra-parochial place in Scotland with the schoolmaster (if any) and session-clerk of a parish adjoining thereto at his residence, and with the registrar appointed as aforesaid for such parish or for the registration district in which the whole or the greater part thereof is comprised, at his office; and in the case of a parish in England with the parish clerk of such parish at his residence; and in the case of an extra-parochial place in England with the parish clerk of a parish adjoining thereto at his residence; and that so much of the plans, sections, and books of reference as relates to the Royal Burgh of Glasgow will be deposited with the town clerk of that royal burgh, at his office in Glasgow; and so much of the said plans, sections, and books of reference as relates to the royal burgh of Burntisland will be deposited with the town clerk of that royal burgh, at his office in Burntisland; and that all such deposits will be made before the 1st day of December, 1875, and will be accompanied by a copy of this notice; and 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, 1875.

Dated this 8th day of November, 1875.

*Adam Johnstone*, 1, Register Place, Edinburgh, Solicitor for the Bill.

*Sherwood, Grubbe, Pritt, and Cameron*, 7, Great George Street, Westminster, Parliamentary Agents.

North British Railway (No. 2).  
(Fife Railways.)

(New Railways and Works in the County of Fife; Vesting one of such new Railways in Forth Bridge Railway Company, and consequential provisions; Provisions as to Vesting in the Company or otherwise providing for the Construction, Maintenance, and Use of Railway No. 4 and part of Railway No. 2, authorised by the Forth Bridge Railway Act, 1873; Extension of time for purchase of Lands and completion of Railways authorised by the Forth Bridge Railway Act, 1873; Reduction of Capital of Dunfermline and Queensferry Railway Company; Agreements between the above-mentioned Companies; Increase of Capital, Tolls, &c.; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company (in this notice called "the Company") to make and maintain the railways and works following, or some of them, with all proper approaches, stations, buildings, works, and conveniences connected therewith respectively (that is to say):—

An alteration in the levels of the Kingsseat Branch and of part of the Kingsseat Extension Branch of the West of Fife Mineral Railway of the Company, commencing in the parish of Dunfermline, in the county of Fife,

at or near the point of junction near Lilliehill, of the said West of Fife Mineral Railway and the said Kingseat Branch, and terminating in the parish of Beath in the county of Fife, on the said Kingseat Extension Branch at or near the point where the last-mentioned branch crosses the Lochfitty Burn, which said intended alteration will be situate in the said parishes of Beath and Dunfermline; and partly within the Royalty of the Royal Burgh of Dunfermline as extended for the purposes of the Local Police Act of 1811;

A railway (hereinafter referred to as Railway No. 1) to be wholly situate in the parish of Dunfermline, in the county of Fife, commencing by a junction with the West of Fife Mineral Railway of the Company, at a point thereon 420 yards or thereabouts south-westward (measured along the centre of that railway) from the point of junction near Lilliehill of the said West of Fife Mineral Railway and the Kingseat Branch of that railway, and terminating by a junction with the Thornton and Dunfermline Branch of the Company, at a point thereon 660 yards or thereabouts westward (measured along the last-mentioned branch) from the south-west corner of the passenger booking office at the Company's Halbeath Station; which said intended railway, or part thereof, will be situated within the Royalty of the Royal Burgh of Dunfermline as extended for the purposes of the Local Police Act of 1811;

A railway (hereinafter referred to as Railway No. 2) commencing in the parish of Markinch, in the county of Fife, by a junction with the said Thornton and Dunfermline Branch, at a point thereon 200 yards or thereabouts eastward (measured along the centre of that branch) from the east face of the bridge which carries the turnpike road leading from Kirkcaldy by Gallatown to Thornton over the said Thornton and Dunfermline Branch and terminating in the parish of Dysart, in the county of Fife, by a junction with the Edinburgh, Perth, and Dundee Railway of the Company at a point thereon 200 yards or thereabouts southward (measured along the centre of that railway) from the centre of the bridge which carries the said Edinburgh, Perth, and Dundee Railway over the river Ore, which said intended railway will be wholly situate in the said parishes of Markinch and Dysart.

A railway (hereinafter referred to as Railway No. 3) commencing in the parish of Dunfermline, in the county of Fife, by a junction with the authorised Dunfermline and Queensferry Railway, in course of construction under the powers of "The Dunfermline and Queensferry Railway Act, 1873," at or near the point where the last-mentioned railway crosses the public road called the Kirkgate, leading from Masterton by Bellsknaws to Inverkeithing, and terminating in the parish of Inverkeithing, in the county of Fife, at a point on the Great North Road leading from North Queensferry by Inverkeithing to Kinross, 50 yards or thereabouts northward from the centre of that road at the point where it is crossed on the level by the Halbeath Railway of the Company, at which point of termination Railway No. 3 is intended to form a junction with Railway No. 4, authorised by "The Forth Bridge Railway Act, 1873," which said intended

Railway will be wholly situate in the said parishes of Dunfermline and Inverkeithing;

And it is proposed to take powers of lateral and vertical deviation 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 as may be prescribed by the intended Act, 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; also to authorise the Company to purchase lands and buildings, by compulsion or agreement, in all or some of the several parishes and places aforesaid, for the purposes of the intended railways and works, or any of them:

And it is proposed to vest or provide for the vesting of Railway No. 3 when constructed, in the Forth Bridge Railway Company as part of their undertaking, and subject to all the provisions of the Act or Acts for the time being in force relating to the Forth Bridge Railway Company, and applicable to their general undertaking, upon repayment to the Company by the Forth Bridge Railway Company, of the cost of constructing the said railway, including the purchase of land and all incidental expenses or upon such other terms and conditions as may be mutually agreed upon between the Company and the Forth Bridge Railway Company, or as may be provided for by the intended Act; and also to provide for the use and working by the Company of Railway No. 3 when so vested in the Forth Bridge Railway Company, on such terms and conditions as may be agreed upon between the Company and the Forth Bridge Railway Company, or as may be settled by arbitration or otherwise fixed and provided by the intended Act:

And it is proposed to transfer to or vest in or to authorise and provide for the transfer to or vesting in the Company of all the powers, rights, authorities, and privileges of the Forth Bridge Railway Company, under "The Forth Bridge Railway Act, 1873," or otherwise for the construction, maintenance, and use of the railway thereby authorised and therein called Railway No. 4, and so much of the railway thereby authorised and therein called Railway No. 2, as lies between the authorised junction therewith of the said Railway No. 4, and the termination thereof at Burntisland upon such terms and conditions as may be agreed upon between the Company and the Forth Bridge Railway Company, or as may be settled by arbitration or fixed and prescribed or otherwise provided for in the intended Act, and to make the provisions of the "Forth Bridge Railway Act, 1873," so far as they relate to the said railway and part of railway applicable to the Company in like manner in all respects as they apply, or but for the passing of the said Act would have applied to the Forth Bridge Railway Company, and to reduce the capital and borrowing powers of the Forth Bridge Railway Company, and to make and declare the said railway, and part of railway, part of the general undertaking of the Company, and subject to all the provisions, rights, powers, and authorities, debts, and obligations of the Company as part of such general undertaking with respect to the maintenance, management, working, and use of the railway, and part of railway, and with respect to security for mortgages, debentures, debenture stock and other debts and obligations of the Company charged or chargeable upon the general undertaking, and the means of enforcing payment thereof or of any dividends or interest thereon, as fully and

effectually to all intents or purposes as if the said railway and part of railway had originally been authorised to be constructed, maintained, or worked by and as part of the undertaking of the Company, or otherwise to authorise and empower the Company to subscribe all or such part, as they think fit of the funds necessary for the construction of the said railway or part of railway, and to hold shares in the capital of the Forth Bridge Railway Company for the amount of the sums subscribed by them, or to guarantee interest or dividends upon any mortgages or shares of the Forth Bridge Railway Company, granted or issued for raising the amount of money required to make the said railway and part of railway, to regulate the construction of the said railway and part of railway, and to authorise and empower the Company to maintain, run over, work and use with their engines, carriages and trucks, and for the purposes of traffic of every description the said railway and part of railway and the stations thereon, and all sidings, offices, sheds, buildings, water, watering places, works and conveniences connected therewith respectively, all upon such terms and conditions as may be agreed upon between the Company and the Forth Bridge Railway Company or as may be settled by arbitration or otherwise fixed or provided for by the intended Act :

And it is proposed to authorise the Company, and the Forth Bridge Railway Company to make and enter into agreements with respect to all or any of the matters aforesaid, and to sanction and confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to confer upon the said Companies respectively all such powers and authorities as may be necessary or convenient, and otherwise provide for carrying any such agreements into complete effect :

And it is proposed to extend the time limited by "The Forth Bridge Railway Act, 1873," for the compulsory purchase of lands for the purposes of the railways and works thereby authorised, and the time limited by the said Act for the completion of those railways and works :

And it is proposed to reduce and fix the capital and borrowing powers of the Dunfermline and Queensferry Railway Company, and to enact all such provisions as may be necessary to give such operation and effect to the Act relating to that Company as it would have had if the capital of the said Company had originally been fixed at the reduced amount: and to confirm any agreement between the Company and the Dunfermline and Queensferry Railway Company in relation to such reduction of capital which has been entered into, or may be entered into, prior to the passing of the intended Act.

And it is proposed to authorise the Company to apply any funds belonging to them or which they are authorised to raise in or towards all or any of the purposes of the intended Act, and to raise more money by the creation of guaranteed, preference, lien, ordinary, or debenture shares or stock, and by mortgage or bond and cash credit :

And it is proposed to authorise the Company 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, and to cross, stop up, 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, telegraphic 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, and to make and maintain shafts or openings from the surface of any street, road, or place to any railway constructed or to be constructed beneath the surface, and to underpin or otherwise secure or strengthen houses or buildings near any railway, and not intended to be taken for the purposes thereof; and to vary or extinguish all existing rights and privileges which would or might in any way prevent any of the objects of the intended Act being fully effected, and to confer other rights and privileges :

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of all or some of the Acts hereinbefore mentioned, and of "The North British Edinburgh Perth and Dundee and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the Company and to the undertakings belonging to, amalgamated with, vested in, or held on lease by, or worked, or authorised to be used or worked by the 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; the 1st, 3rd, 4th, 4th and 5th, 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, the 15th and 16th, 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, 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, the 36th and 37th, the 37th and 38th, and the 38th and 39th years of the reign of her present Majesty; also "The Forth Bridge Railway Act, 1873;" "The Dunfermline and Queensferry Railway Act, 1873;" and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the hereinbefore-mentioned Companies or any of them.

A plan and section in duplicate of the said railways and alteration of levels, a book of reference to such plan, and a published map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the principal sheriff-clerk of the county of Fife, at his offices at Cupar and Dunfermline respectively; copies 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 the schoolmaster (if any), and session-clerk of such parish, at their or his respective places or place of abode, and with the registrar appointed for such parish, or for the registration district in which the whole or the greater part thereof is comprised under the provisions of the Public Act 17 and 18 Vict., cap. 80, at his office, and in the case of an extra-parochial place with the schoolmaster (if any) and session clerk of a parish adjoining thereto at their or his respective places

or place of abode, and with the registrar appointed as aforesaid for such parish or for the registration district in which the whole or the greater part thereof is comprised at his office; and copies of so much of the said plan, section, and book of reference as relates to the extended royalty of the Royal Burgh of Dunfermline, will be deposited with the Town Clerk of that Royal Burgh at his office in Dunfermline.

All such deposits will be made before the 1st day of December, 1875, 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 21st day of December, 1875.

Dated this 8th day of November, 1875.

*Adam Johnstone*, 1, Register-place, Edinburgh, Solicitor for the Bill.

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

In Parliament—Session 1876.

Leicester Improvement.

(Acquisition by Corporation of undertaking of Leicester Waterworks Company; Winding-up and Dissolution of that Company; Street Improvements; Works for Improvement of and Prevention of Floods in the River Soar, the Leicestershire and Northamptonshire Union Canal and the Leicester Navigation; Provisions as to New Streets and Expenses thereof; Prohibition of Cellars in Districts liable to Floods; Acquisition of Lands and Water Rights compulsorily and by agreement; Levying of Rates; Borrowing of Moneys; Amendment of Acts).

NOTICE is hereby given, that the Mayor, Aldermen, and Burgesses of the borough of Leicester, in the county of Leicester (hereinafter called the Corporation), 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:

1. To transfer to, and vest in, or to provide for the transfer to and vesting in the Corporation, or to enable them to acquire all or any part of the undertaking, lands, waters, streams, real and personal property, powers, rights, privileges, and authorities of the Leicester Waterworks Company (hereinafter called the Company) for such price and consideration, and upon such terms and conditions as may be agreed upon between the Company and the Corporation, or as may be settled by arbitration, or as may be prescribed by or provided for in the Bill, and to confirm and carry into effect any agreements which may before the passing of the said Bill have been made with respect to the matters aforesaid, and to provide for the discharge of the debts and liabilities, the distribution of the assets, the winding-up of the affairs, and the dissolution of the Company, and to confer upon the Company and the Corporation all powers necessary for, or in relation to the matters aforesaid.

2. To enable the Corporation to carry on the undertaking of the Company, to maintain, alter, improve, and extend the said waterworks, and to supply water within the limits of the Company's Acts, and within those limits to exercise all or any of the powers, rights, authorities, and privileges of the Company, and such further powers, rights, authorities, and privileges, as may be necessary or convenient to enable the Corporation to afford such supply, and to make, levy, and recover rates, rents, and charges for, or in respect thereof, and to alter existing rates, rents, and charges.

3. To enable the Corporation to construct and maintain the following street improvements, wholly within the parish of Saint Margaret, in the borough of Leicester, that is to say:

(A) The widening of the western entrance of Halford-street on the northern side thereof, such widening to commence at the south-western angle of the house, numbered four in that street, and to terminate at a point sixty feet northward of the present junction of that street with Gallowtree-gate.

All necessary approaches, excavations, abutments, works, and conveniences connected with the foregoing improvement.

4. To enable the Corporation to construct, maintain, and regulate the following works (that is to say):

(B) The widening on the northern side thereof, and the deepening of the Willow-brook, such widening and deepening to commence from the point where that brook crosses the boundary of, and enters within the borough at the Forest-road-bridge, and to terminate at the angle of the Willow-brook, situate between Wood-street and Leadenhall-street, at the north-east corner of the property belonging to David Jackson.

(C) A new cut in continuation northward of the said portion of Willow Brook, to commence at and from the said angle and thence passing across the Little Leroe, and terminating by a junction with the Leicester Navigation, at a point fifty yards from the south-western face of the Bridle-road-bridge over the said navigation leading from Sydney-street to the Abbey Meadow.

(D) The diversion of the Saint Margaret's Ditch, such diversion to commence at the point where it crosses the Belgrave-road, and to terminate at a point about seventy yards north eastward from its present out-fall.

These works will be wholly situate within the parish of Saint Margaret.

(E) The widening and deepening, on the western side thereof, of that part of the River Soar which is situated between a point at or near the north-east corner of the Leicester Abbey, known as the Abbey Corner, and the sluices and weir attached to the North Mill, and situate on the Goit leading thereto from the Leicester Navigation, such widening and deepening to commence at the said Abbey Corner, and to terminate at the said North Mill sluices and weir.

This work will be situate in the parishes of Saint Margaret, Saint Leonard, and All Saints, in the said borough of Leicester, and in the extra-parochial place of the Leicester Abbey Lands or Lordship, in the county of Leicester, or some or one of them.

(F) The widening, on the eastern side thereof, and the deepening and making navigable, of the cut known as "Floods Course," for the whole length thereof, such widening and deepening to commence at the junction of that cut with the River Soar, at or near the weir known as the Pasture Stone Weir, and to terminate at the junction of the said cut with the Leicester Navigation at or near to the weir known as the Tumbling Bay.

This work will be wholly within the said parish of Saint Margaret, in the borough of Leicester.

(G) All necessary and convenient excavations, banks, embankments, dams, piers, abutments, retaining walls, approaches, cuts, channels, watercourses, drains, sluices,

weirs, locks, bridges, arches, machinery, apparatus, appliances, conveniences, and works in connection with the foregoing works, or any of them, or convenient for facilitating the passage of flood waters.

5. To authorise the Corporation to deviate laterally and vertically in the construction of all or any of the foregoing works, to the extent to be prescribed by the Bill.

6. To enable the Corporation to purchase or otherwise acquire, compulsorily or by agreement, lands, buildings, rights of water, easements, and other property, for all or any of the purposes of the Bill, and particularly to acquire the following, that is to say:—

Certain lands situate in the parishes of Saint Margaret, All Saints, and Saint Leonard, in the borough of Leicester, in the extra-parochial place of Leicester Abbey Lands or Lordship; and in the parish of Knighton; all in the county of Leicester; belonging to the Right Honourable the Earl of Dysart, Sir Cornwallis Ricketts, Bart., the Master Chaplain and Poor of the Hospital of the Holy Trinity, Leicester, the Ecclesiastical Commissioners for England and Wales, and the Reverend Sir John Hobart Culme Seymour, Bart., Prebendary of the Prebendal Church of Saint Margaret, Leicester, and the Churchwardens and the Select Vestry of the parish of Saint Margaret, on behalf of the inhabitants of the said parish of Saint Margaret, the Churchwardens and Overseers, on behalf of the poor of the parish of Stoney Stanton, in the said county of Leicester, Elizabeth Nedham and the representatives of the late Frank Nedham and William Nedham, or some or one of them, and known as the Abbey Meadows and Pasture.

Certain lands, a mill and buildings, and premises, with dye-houses and works adjacent, situate in the parish of Saint Mary, and known as Swan's Mill and Swan's Mill Dye Works, belonging to the trustees of the will of the late Isaac Abell, and in the respective occupations of Henry Watters and Henry Adams, and of George Neal and Sons.

Certain lands, a mill and buildings, and premises, situate in the parish of Saint Margaret, and known as the North Mill, belonging to and occupied by William James Hitchcock.

The water powers and rights and easements appurtenant or belonging to or enjoyed with the said Swan's Mill and North Mill respectively, and to or with certain works situate at Belgrave-gate, in the borough, and known as the Willow Brook Works, belonging to and occupied by Frederick William Gardiner.

The fall of water at Abbey Corner aforesaid, the right and property of the Right Honourable the Earl of Dysart, and occupied by Thomas Bowmar and Sons, as sub-tenants of Thomas Warner, the occupier of the Abbey Farm.

7. To prevent the construction of cellars in houses erected in such of the low lying districts in the borough as are liable to flooding, and to make further provisions with respect to the construction of the foundations of houses and the lower storeys thereof.

8. To authorise the Corporation to undertake the construction of or to complete new streets, and to sewer, kerb, channel, and pave the same, and to apportion and recover the expenses of and

attending the same from the owners of lands abutting thereon, and to make further provisions with respect to the construction and completion of streets.

9. To stop up, alter, divert, and interfere with, either temporarily or permanently (and if permanently to appropriate the site of and extinguish all rights of way over), and to cross over, under, or upon all such streets, roads, highways, bridges, thoroughfares, tramways, rivers, navigations, canals, streams, watercourses, sewers, drains, gas and water pipes, and telegraph apparatus as may be necessary or convenient to stop up, alter, divert, or interfere with or cross for any of the purposes of the Bill, and especially to take and divert, by means of the said intended works, and to alter the level of the waters of the River Soar, the Leicestershire and Northamptonshire Union Canal, and the Leicester Navigation.

10. To authorise the Corporation to sell, demise on building or other leases, let for building purposes, or otherwise dispose of lands and buildings, and to sell or dispose of any annual rent-charge, reserved in respect of and the reversion in lands or buildings.

11. To confer upon the Corporation further powers for the improving and governing of the borough.

12. To authorise the Corporation to alter any existing tolls, rates, and charges now authorised to be levied in the borough, or any part thereof, and to authorise the Corporation from time to time to levy new tolls, rates, and charges, general and special, for all or any of the purposes of the bill, and to confer, vary, and extinguish exemptions from the payment of existing or future tolls, rates, and charges.

13. To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply the Corporate funds, and any moneys which they are already authorised to borrow to the purposes of the Bill, and to consolidate their present mortgage debts, and to borrow moneys by mortgage, debenture stock, or annuities, and to charge the moneys borrowed, or to be borrowed, or owing by them on the borough fund, borough rate, general district rate, and all other the lands, rates, rents, tolls, revenues, and property of the Corporation in any capacity and upon the said water undertaking when acquired, and to apply such portion of the money so to be borrowed as the Bill may define, or Parliament may prescribe to the completing, fitting up, and furnishing of the municipal buildings, now being constructed in and for the borough.

14. To enable the Corporation to carry into effect the provisions of the Bill, as the Urban Sanitary Authority of the borough, and with the powers of the Public Health Act, 1875, and of the Municipal Corporations Acts, with such modifications as may be contained in the Bill, and to make and enforce all such bye-laws and regulations as may be necessary for any of the purposes of the Bill.

15. The Bill will amend, vary, and extend, or repeal, alter, and consolidate the necessary provisions of, among other local and personal Acts, the following (that is to say):—The Leicester Waterworks Act, 1847; the Leicester Waterworks Amendment Act, 1851; the Leicester Waterworks Act, 1866; the Leicester Waterworks Act, 1875, and any other Act relating to the Leicester Waterworks Company, and of the following local and personal Acts:—9 and 10 Victoria, cap 29; "The Leicester Sewerage Act, 1851;" "The Leicester Improvement Drainage and Markets Act, 1868;" "The Leicester Improvement Act, 1874;" 33 George III, cap. 98;

45 George III, cap. 71 (Leicestershire and Northamptonshire Union Canal); 50 George III, cap. 122 (Grand Union Canal); 41 George III, cap. 71 (Grand Junction Canal); the Acts (Local) of the 31 George III, 37 George III, 48 George III, and 11 and 12 Victoria, cap. 5, relating to the Leicester Navigation, and any other Acts relating to or affecting the said canals and navigation or the borough of Leicester, and will incorporate with itself, with or without alteration, such provisions as may be thought fit, of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Waterworks Clauses Acts, 1847 and 1863" (except the provisions of the Act of 1847, relating to profits of the undertaking); "The Railways Clauses Consolidation Act, 1845;" "The Towns Improvement Clauses Act, 1847;" "The Commissioners Clauses Act, 1847;" and "The Public Health Act, 1875;" and the Bill will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

16. Duplicate plans and sections describing the lines, situation, and levels of the intended works, and the lands, houses, waters, and property which may be taken under the compulsory powers of the intended Act, and a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, waters, and property will be deposited with the clerk of the peace for the county of Leicester, at his office at Leicester, and a copy of so much of the said plans, sections, and book of reference as relates to each parish, or extra-parochial place, in or through which the intended works will be made, or in which any lands, houses, waters, or property intended to be taken compulsorily, are situate, will be deposited, in the case of a parish, with the parish clerk of such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some adjoining parish, at his residence, and 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.

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

Dated this eleventh day of November, 1875.

*John Storey*, Town Clerk, Leicester.

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

In Parliament.—Session 1876.

Wakefield Waterworks.

(Pumping Station and Works at or near Old Moor, in the township of Wombwell, in the parish of Darfield, in the county of York; New Tanks or Service Reservoirs with Approaches in the parishes of Wath-upon-Deane, Darfield, and Royston, in the county of York; Lines of Pipes, Conduits, Drains, and other Works for supplying Water within the limits of supply; Powers for Compulsory Purchase and Temporary Occupation of Land, &c.; Extension of Limits of Supply; Provisions as to supplying Water in Bulk to Local Boards, &c.; Rents, Rates, and Charges; Increase of Capital and Borrowing Powers, Meters, &c.; Change of Corporate Name; Repeal, Amendment, and Consolidation of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Wakefield Waterworks Company, by the same or another name (hereinafter in either event called "the Com-

pany"), to make and maintain, with all proper works, approaches, and conveniences connected therewith respectively, the following pumping station, reservoirs, and other waterworks, which will be wholly situated in the West Riding of the county of York, that is to say:—

DESCRIPTION OF WORKS.

1. The Darfield Pumping Station.—A pumping station, with a tank or tanks, and all other necessary works in connection therewith, hereinafter called the Darfield Pumping Station, to be situate in the township of Wombwell, in the parish of Darfield, in certain fields of land belonging to Thomas Dixon and John Nettleton Terry, trustees of the late Dr. Edwin Casson, and now in the occupation of Mr. William Rothery, which fields of land adjoin the highway called Highgate, leading from Great Houghton to Wentworth on the east, and are situate at a distance of 20 chains or thereabouts, to the north of Old Moor Bridge, and 21 chains, or thereabouts, to the south of Gorsepits Bridge.

2. The Swinton Tank or Service Reservoir.—A tank or service reservoir, hereinafter called the Swinton Reservoir; to be situate in the township and parish of Wath-upon-Deane, in a certain field of land belonging to the Reverend Robert William Otter, and occupied by Mr. James Walker, and adjoining and on the west side of the highway called the Wath Wood-road, and being at a distance of six chains, or thereabouts, to the south-east of a certain dwelling-house called Wath Wood Cottage.

3. The Houghton Tank or Service Reservoir.—A tank or service reservoir, hereinafter called the Houghton Reservoir, to be situate in the township of Houghton Magna, in the parish of Darfield, on part of the common or waste ground of the manor of Houghton, or Houghton Magna, called Houghton Common, and being at a distance of 23 chains, or thereabouts, to the south of Burnt Wood Hall, and of 25 chains, or thereabouts, to the north of a certain dwelling-house called Hargate House.

4. The Chevet Tank or Service Reservoir.—A tank or service reservoir, hereinafter called the Chevet Reservoir, to be situate in the township of Chevet, in the parish of Royston, in a certain field of land called the Nor Roods, belonging to Sir Lionel Milborne Swinerton Pilkington, Baronet, or his trustees, or some or one of them, and in the occupation of William Belton, and being at a distance of 24 chains, or thereabouts, north-east of Chevet Hall; also roads and approaches to the said intended reservoir over other land of the said Sir Lionel Milborne Swinerton Pilkington, or his trustees, to and from Chevet-lane.

5. Line of Pipes No. 1.—A line of pipes, hereinafter called Line of Pipes No. 1, commencing in the township and parish of Wakefield, at or near the junction of Northgate and York-street, in the borough of Wakefield, and terminating in the township of Chevet, in the parish of Royston, at or in the Chevet Reservoir, and which said intended line of pipes is intended to pass from, through, and into the parishes, townships, and places following—that is to say, Wakefield, Sandal Magna, Royston, and Chevet.

6. Line of Pipes Number 2.—A line of pipes, hereinafter called Line of Pipes Number 2, commencing in the township of Chevet, in the parish of Royston, at or in the Chevet Reservoir, and terminating in the township of Houghton Magna, in the parish of Darfield; at or in the Houghton Reservoir, which said Line of Pipes Number 2 is intended to pass from, through, and into the parishes, townships, and places following, that is to say, Royston, Chevet, Sandal Magna, Wal-

ton, Felkirk, Havercroft-with-Cold Hiendley, South Hiendley, Brierley, South Kirkby, Darfield, and Houghton Magna.

7. Line of Pipes Number 3.—A line of pipes, hereinafter called Line of Pipes Number 3, commencing in the township of Houghton Magna, in the parish of Darfield, at and in the Houghton Reservoir, and terminating in the township of Wombwell, in the parish of Darfield, at or in the Darfield Pumping Station, which said line of pipes is intended to pass from, through, or into the parishes, townships, or places following, that is to say, Darfield, Houghton Magna, Houghton Parva, Billingley, and Wombwell.

8. Line of Pipes Number 4.—A line of pipes, hereinafter called Line of Pipes Number 4, commencing in the township of Wombwell, in the parish of Darfield, at, and passing from, the said Darfield Pumping Station, to, and terminating in, the Swinton Reservoir, in the township and parish of Wath-upon-Dearne, which said line of pipes is intended to pass from, through, or into the parishes, townships, or places following, or some of them, that is to say, Darfield, Wombwell, Wath-upon-Dearne, and Brampton Bierlow.

9. Line of Pipes Number 5.—A line of pipes, hereinafter called Line of Pipes Number 5, commencing in the township and parish of Wath-upon-Dearne, at or in the Swinton Reservoir, and terminating in the township and parish of Mexborough, at a point at or near to the junction of the highway leading from Wath-upon-Dearne to Mexborough, with the highway called Rowmslane, leading from Swinton to Mexborough, which said line of pipes is intended to pass from, through, or into the parishes, townships, or places following, that is to say, Wath-upon-Dearne, Swinton, and Mexborough.

10. A conduit or drain to be wholly situated in the township of Wombwell and parish of Darfield, commencing at, and passing from, the Darfield Pumping Station, to, and terminating in, the Bulling Dyke, at or near to Gorsepits Bridge.

11. All necessary and proper pumping stations, shaft, wells, tanks, driftways, culverts, tunnels, channels, conduits, pipes, filter beds, bridges, roads, approaches, sewers, drains, embankments, engines, machinery, valves, sluices, and conveniences of every or any description connected with the pumping station, reservoirs, lines of pipes, conduits, and drains, and other works aforesaid, and which may be necessary or proper for sinking for, pumping, raising, using, and distributing the water to be pumped or raised at the pumping station aforesaid, or for otherwise carrying into full effect all or any of the objects or purposes of the intended Act.

And it is proposed to take powers for the purchase, by agreement or compulsion, of lands, houses, buildings, and hereditaments, and of minerals thereunder, in or near the several parishes, townships, and places aforesaid, or some of them, or rights or easements in, over, or in connection with lands, houses, buildings, hereditaments, and minerals which may be required for the purposes of the intended pumping station, reservoirs, and lines of pipes, and works or otherwise for the purposes of the intended Act, to take and hold on lease or agreement, and for one or more life or lives, or other or less interest, lands, buildings, easements, hereditaments, and minerals, and to authorise deviations and alterations in and from the line and levels of the pumping station, reservoirs, lines of pipes, conduits, drains, and other works shown on the plans and sections (to be deposited as hereinafter mentioned) within the limits of deviation shown on those plans, or prescribed in the intended Act.

And it is proposed to authorise the temporary

No. 24269.

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occupation and use of lands, houses, buildings, easements, and hereditaments for obtaining materials for the construction of the said pumping station, reservoirs, lines of pipes, and other works, or otherwise, for the purposes of the intended Act; and to incorporate with such variations and amendments as may be proper or requisite all or some of the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary use and occupation of lands, or to make other provision with reference thereto.

And it is proposed to enable the Company within the several parishes, townships, and places aforesaid, or any of them, temporarily or permanently, to use, improve, cross, remove, alter, divert, stop up, raise, lower, break up, pass along, through, over or across, or otherwise interfere with any turnpike or other road, highway, footpath, river, stream, bridge, or place, railway, tramway, pipe, conduit, canal, goit, sewer, drain, watercourse, or other work of any description, which it may be necessary or expedient to use, improve, cross, remove, alter, divert, stop up, raise, lower, break up, pass along, or interfere with, for carrying into effect any of the objects or purposes of the intended Act, and to vary or extinguish all existing rights and privileges which might in any way prevent or interfere with the accomplishment of any of the objects or purposes of the intended Act, and to confer other rights and privileges.

And it is proposed to extend the Company's limits for supplying water to all or parts of the following parishes, townships, extra-parochial, and other places, or some of them—that is to say:—Mexborough, Swinton, Adwick-upon-Dearne, Darfield, Wombwell, Wath-upon-Dearne, Brampton Bierlow, Billingley, Houghton Parva, Houghton Magna, Brierley, South Hiendley, Havercroft-with-Cold, Hiendley, Walton, Chevet, Crofton, Warmfield-cum-Heath, Normanton, and Altofts.

And it is proposed to authorise the Company to supply water in bulk to any corporation, local board, or other local authority, company, or person whose district or property may be situate within the Company's limits, as extended by the intended Act. And to authorise the Company, and every or any such corporation, local board, or other local authority, company, or person as aforesaid, from time to time, to enter into agreements with respect to any such supply, and for the distribution of the water supplied, or otherwise in relation thereto, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to make provisions for carrying all, or any of such agreements into effect.

And it is proposed to authorise the Company to levy rents, rates, duties, and charges; to alter existing rents, rates, duties, and charges; and to confer, vary, or extinguish exemptions from payment of rents, rates, duties, and charges, and to raise money by the creation of new, ordinary, guaranteed, or preference shares or stock, or by mortgage, debenture stock, or otherwise.

And it is proposed to make better provision with respect to meters and the supply, and use of water thereby, and for preventing the fouling, waste, misuse, unauthorised, or improper use of water, and all fraudulent and improper practices in reference to the use of water, and to enable the Company to make bye-laws, rules, and regulations with respect to all or any of the matters aforesaid, and to confer upon the Company all such other powers, rights, and privileges, as may be necessary, proper, or convenient for enabling them to carry into effect the objects and purposes of their undertaking and of the intended Act.

And it is proposed to change the corporate name

of the Company, to repeal, alter, consolidate, and amend the provisions of "The Wakefield Waterworks Acts, 1837, 1841, 1862, 1873, and 1874," and of all other Acts (if any) relating to the Company, and to incorporate with the intended Act, with such variations and amendments as may be considered necessary or proper, all or certain of the provisions of the several public Acts following, or some of such Acts, that is to say:—"The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863."

A plan and section in duplicate of the proposed new works and of the lands and property to be taken for the purposes thereof, or which will be subject to the compulsory powers of purchase, to be conferred by the Bill, and a book of reference to the plan, will be deposited with the Clerk of the Peace for the said West Riding, at his office in Wakefield; 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 a parish, with the parish clerk of such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence; and each such deposit 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 proposed Bill will be deposited in the Private Bill Office of the House of Commons on before the 21st day of December, 1875.

Dated the 12th day of November, 1875.

*William Henry Stewart*, Wakefield, Solicitor for the Bill.

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

In Parliament.—Session 1876.

Ipswich Docks.

(Enlargement of present powers of Commissioners; Power to Construct New Entrance Lock into Dock; also Works across and in connection with the New Cut; also Tramways and other Works; Improvement of Dock Approaches; Levying of New and Alteration of existing Tolls, Rates, and Charges; Borrowing of Money; Rate in aid by Corporation of Ipswich; Appointment of Meters and Weighers; Amendment of Ipswich Dock Act, 1852.)

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

To authorise the Ipswich Dock Commissioners (hereinafter called "The Commissioners") to make and maintain the works or some of the works, and to exercise the powers or some of the powers hereinafter mentioned, that is to say—

1. To make and maintain the works hereinafter described:

(a) A lock entrance commencing at a point in the Ipswich Wet Dock 60 yards or thereabouts in a north-east direction from the south-west angle of the said dock, proceeding thence in a straight line and south-west direction, through and across the bed of the present dock, the southern embankment of the said dock and the foreshore of the River Orwell, for a distance of 135 yards, and terminating at a point in the bed of the River Orwell, 23 yards or thereabouts

beyond the south-west angle of the Ballast Wharf in the Cliff Bight.

(b) A pier or jetty commencing at a point 30 yards or thereabouts in a southerly direction from the south-west angle of the said ballast quay, proceeding in a south-west direction for a distance of 93 yards or thereabouts, and from thence in a west-south-west direction for a further distance of 27 yards or thereabouts, and terminating at a point in the channel of the River Orwell, 170 yards or thereabouts in a southerly direction from the Summer-house at the south end of the avenues.

(c) An approach channel commencing at the south termination of the proposed lock entrance, and proceeding in a south-west direction upon a continuation of the centre line of the said proposed lock for a distance of 160 yards or thereabouts, and terminating at a point in the channel of the River Orwell 207 yards or thereabouts in a southerly direction from the said Summer-house.

(d) An embanked roadway and dam with weir and sluices commencing on the west bank wall of the New Cut, at a point 25 yards or thereabouts from the south-east angle of Tinsley's Mill-stone-yard, proceeding in a south-east direction across the New Cut, for a distance of 100 yards or thereabouts, and terminating on the east bank wall of the New Cut, 60 yards or thereabouts southward of the boat-landing steps at the south end of the upper embankment.

(e) A lock entrance, commencing at a point on the east bank wall of the New Cut, 5 yards or thereabouts to the south of the said boat landing steps, proceeding in a south-east direction for a distance of 60 yards or thereabouts, across the east-road of the New Cut and the site of a house now in the occupation of Mr. Bell, and terminating at a point at the rear of the said house, 9 yards or thereabouts to the east of the said road.

(f) An approach channel from the dock, commencing at the termination of the said lock entrance, and proceeding upon a curved line and in an easterly direction through and across Chinnock's Stone-yard and Robertson's Ship-yard, for a distance of 80 yards or thereabouts, and terminating at a point in the said dock 30 yards or thereabouts in a south-east direction from the east angle of Chinnock's Stone-yard.

(g) A widening of the quay of the upper embankment, commencing at or near the said boat landing steps, proceeding upon the bed of the River Orwell, at a distance of 5 yards or thereabouts from and parallel to the west wall of the upper embankment, and continuing upon and across St. Peter's Dock in a curved line, to a point on the edge of the Corporation quay at Bridge-road, 20 yards or thereabouts to the westward of the north-east angle of the same dock.

2. To lay down, maintain, and work tramways upon the quays, wharves, and roads of the dock and other the premises of the Commissioners, and upon any of the works to be constructed under the powers of the Bill; also upon the roads lying immediately to the east and west of the New Cut; also upon the Griffin Wharf and across the south end of the avenues, and to effect a junction with any existing tramway or tramways, and to make rates and charges in respect of such tramways.

3. The said works will be situate in the several parishes of St. Clement, St. Mary Stoke, St. Peter, and St. Mary Quay, in the borough of Ipswich, in the county of Suffolk.

4. To make and maintain in connection with

the proposed new works, gates, bridges, wharves, quays, jetties, stages, culverts, drains, approaches, roads, and other works, and conveniences.

5. If necessary to enlarge the powers of the Commissioners and to enable them from time to time to deepen, scour, and dredge the dock and such parts of the River Orwell as are under their jurisdiction.

6. To authorise the Commissioners, on the completion of a new lock and entrance, to discontinue the use of the existing lock and entrance, and to use and convert same for any purpose connected with the dock.

7. To divert the waters of the Rivers Orwell and Gipping into the proposed new works.

8. In the construction of the said intended works to deviate both laterally and vertically to such extent as may be provided by the Bill, and to alter and divert any road, footpath, sewer, drain, pipe, culvert, or tramway.

9. To authorise the Commissioners for the purposes of the Bill and of their dock undertaking to purchase, compulsorily or otherwise, and to acquire easements over, lands, houses, and other property, and the foreshore, within the said several parishes and the said borough of Ipswich, and to vary and extinguish rights and privileges connected with such lands, houses, and other property, and the foreshore.

10. To authorise the Commissioners to erect and maintain warehouses, sheds, cranes, weighing machines, and other necessary conveniences on and in connection with the dock and the quays, wharves, and roads thereof, and with the proposed new works, and upon any roads and lands belonging to or to be acquired by them.

11. To authorise the Commissioners to sell and dispose of any lands or other property already acquired or hereafter to be acquired by them, and not required by them for the purposes of their undertaking, or of the said Bill.

12. To authorise the Commissioners to demand and take wharfage rates, also other tolls, rates, and charges for and in respect of all goods, wares, merchandise, articles, and things, brought into or exported from the dock or port of Ipswich; also, to levy other tolls and charges on shipping beyond what are now authorised, and to alter existing tolls, rates and charges, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and charges.

13. To authorise the Commissioners to borrow, on the security of their undertaking, lands, and property, and of the tolls, rates, rents, and duties, which are or may be leviable by them, additional money for the purposes of the said Bill and of "The Ipswich Dock Act, 1852," and to enable them to apply their existing funds and revenues (subject and without prejudice to the existing charges thereon), for and towards all or any of the purposes of the Bill, and in payment of the costs, charges, and expenses of passing the Bill.

14. To authorise the Public Works Loan Commissioners at such rate of interest and for such time as may be agreed upon between them and the Commissioners.

15. To authorise the Mayor, Aldermen, and Burgesses of the borough of Ipswich (herein referred to as "The Corporation") to guarantee the repayment of any loan or loans to be raised by the Commissioners, with the consent of the Corporation, for the purpose of, and to be expended in carrying out the works hereinbefore referred to, together with the interest on such loan or loans in the event of the funds and revenue of the said Commissioners being in-

sufficient to repay the said loan or loans, and the interest thereon or on any part thereof, when and as the same respectively become due, and from time to time to make and levy a special borough rate or rates for the purpose before mentioned, and to mortgage from time to time any such rate or rates.

16. To vary or extinguish all rights and privileges which would in any manner interfere with, or prevent the attainment or execution of, any of the objects of the Bill, and to confer all such further powers, rights, and privileges as may be necessary or expedient for the more effectual carrying into execution the objects and purposes of the Act of 1852 and of the said Bill.

17. The Bill will incorporate with itself so far as may be necessary, the powers and provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," also of "The Commissioners Clauses Act, 1847," and of "The Harbours, Docks, and Piers Clauses Act, 1847," and also so much of "The Railways Clauses Consolidation Act, 1845," as relates to the temporary occupation of lands near the railway during the construction thereof, the last mentioned provisions being applied and adapted to the works contemplated by the Bill.

18. It is intended by the Bill to amend and enlarge some of the powers and provisions of "The Ipswich Dock Act, 1852," and particularly by enabling the Commissioners to appoint meters and weighers of corn, seed, grain, and other commodities.

19. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Suffolk, at his office, at Ipswich; 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, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence.

20. 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, 1875.

P. B. Long, Solicitor, Ipswich.

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

In Parliament.—Session 1876.

Cleator and Workington Junction Railway. (Incorporation of Company for making Railway from Whitehaven, Cleator, and Egremont Railway to Workington Dock, and to Whitehaven Junction Railway; also to Harrington and Workington; Powers' over Whitehaven Junction Railway and Dock and Harbour of Maryport; and over Lord Lonsdale's Dock Railway, and Works at Workington; Powers to London and North Western and Whitehaven, Cleator and Egremont Railway Companies; Amendment of Acts.)

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

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

Railway No. 1.

Commencing in the parish of Cleator by a junction with the Whitehaven, Cleator, and Egremont Railway, at or near a point on the said railway 485 yards or thereabouts, measured in a southerly direction along the said railway, from the centre of the bridge which carries the public road over the said Whitehaven, Cleator, and Egremont Railway, at or near the Cleator Moor Station thereof, and terminating in the township of Seaton, in the parish of Camerton, by a junction with Lord Lonsdale's Railway, authorized by "The Workington Dock Acts, 1861 and 1863," at or near a point 225 yards or thereabouts from the junction of that railway, with the Whitehaven Junction Railway, at or near Siddick Bridge, measuring along the said railway of Lord Lonsdale, which said railway No. 1 will pass through or into the following parishes and places, or some of them, that is to say:—Cleator, Saint Bees, Hensingham, Moresby, Distington, Harrington, Workington, Camerton, Seaton, and Cloffocks.

Railway No. 2.

(Wholly situate in the said township of Seaton and parish of Camerton), commencing in or near a field belonging to the Earl of Lonsdale, and in the occupation of William Threlfall, and numbered 103 (township of Seaton) on the published ordnance map of the parish of Camerton, by a junction with Railway No. 1, and terminating by a junction with the Whitehaven Junction Railway, at or near a point 1330 yards or thereabouts, measured in a northerly direction, along the said railway from the centre of the bridge known as Siddick-bridge, carrying the public road over the Whitehaven Junction Railway, immediately south of the Workington Hematite Ironworks, and the West Cumberland Iron and Steelworks.

Railway No. 3.

(Wholly situate in the township and parish of Harrington), commencing in or near a field in the said township, belonging to Henry Frazer Curwen, Esquire, and in the occupation of William Dixon, and numbered 4 on the published ordnance map of the parish of Harrington, by a junction with Railway No. 1; and terminating at or near the town of Harrington, in a field belonging to the said Henry Frazer Curwen, and in the occupation of the executors of the late George Barnes, and numbered 289 on the said published ordnance map.

Railway No. 4.

(Wholly situate in the township and parish of Workington), commencing in a field in the township of Workington, belonging to the said Henry Frazer Curwen, and in the occupation of Thomas Ellwood, and numbered 490 on the published ordnance map of the parish of Workington, by a junction with Railway No. 1, and terminating in the township of Workington at or near the New-yard, Workington, in a field belonging to the said Henry Frazer Curwen, and in the occupation of Messrs. Kirk Brothers, and numbered 273 on the said published ordnance map.

2. To enable the Company to cross, divert,

alter, or stop-up, whether temporarily or permanently, 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, to deviate from the lines of railway, both vertically and laterally, to any extent which may be necessary or expedient, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

3. To enable the Company on the one hand, and the London and North-Western and Whitehaven, Cleator and Egremont Railway Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railways; the payments to be made, and the conditions to be performed, with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from, or destined for, the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

4. To enable the Company and all Companies, and persons lawfully using the railways of the Company, to run over and use, with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say):—

So much of the Whitehaven Junction Railway as will be situate between the junction therewith of Railway No. 2 and Maryport and the Dock and Harbour of Maryport.

The railways, sidings, dock, and works, belonging to Lord Lonsdale, at or near Workington, and situate in the said township of Seaton, in the said parish of Camerton.

5. To require the Companies or persons owning or working the said railways or undertakings respectively to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the said Companies or persons may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

6. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands

Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of the 9 and 10 Vict., cap. 204; and 29 and 30 Vict., cap. 190; and of any other Acts relating to the London and North-Western Railway Company; also the 17 Vict., cap. 64; the 20 Vict., cap. 3; 24 Vict., cap. 62; 26 Vict., cap. 64; the 28 Vict., cap. 86; 29 and 30 Vict., cap. 132; and the 38 and 39 Vict., cap. 191; and any other Acts relating to the Whitehaven, Cleator, and Egremont Railway Company; also of the 17 Vict., cap. 64; and of any other Acts relating to the Whitehaven Junction Railway; and also of "The Workington Dock Act, 1861," "The Workington Wet Dock Act, 1863," and "The Workington Harbour (Transfer) Act, 1869."

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 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, 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.

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

† Dated this 10th day of November, 1875.

*E. and E. L. Waugh*, Cockermouth.

*Lumb and Howson*, Whitehaven, Solicitors for the Bill.

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

In Parliament—Session 1876.

Alexandra (Newport) Dock Company.

(Further Extension of Time for compulsory purchases of Lands for and for completion of Railways and Works authorised by Alexandra (Newport) Dock Act, 1865; Construction of new Road from Herbert-street to Mendlegyff-road; Compulsory purchase of Lands; Powers of Subscription to Corporation of Newport, Tredegar Wharf Company, and Lord Tredegar and his Trustees; Dedication of the Road to the Public; Further Money Powers; Special provisions as to Preferential Shares and Capital and borrowing powers of the Company; Running powers over Railways of the Monmouthshire Railway and Canal and Sirhowy Railway Companies, and the Park Mile Railway; Alteration of Constitution of Pilotage Board for Port of Newport; Power to Company to appoint Members of the Board; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by or on behalf of The Alexandra (Newport) Dock Company (in this notice

called The Company) for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

1. Further to extend the periods respectively limited by "The Alexandra (Newport) Dock Act, 1865" (hereinafter referred to as the Act of 1865), and extended by "The Alexandra (Newport) Dock Act, 1870," and "The Alexandra (Newport) Dock Act, 1873," for the compulsory purchase of lands, houses, and hereditaments for the purposes of the several railways and works connected therewith authorised by the Act of 1865, and for the completion of those railways and works.

2. To authorise the Company to make and maintain a road wholly in the parish of St. Woollos, in the county of Monmouth, commencing by a junction with Herbert-street at or near its junction with Cardiff-road and terminating by a junction with the Old Mendlegyff-road at or near the point at which it enters the land and premises of the Company about 400 yards northward from the north-eastern corner of the main dock of the Company, together with all necessary and convenient paths, approaches, and communications, and for that purpose to take by compulsion and also by agreement lands and hereditaments in the said parish, or any easement or right in, over, or affecting the same, and to cross, stop up, alter, or divert any ways, footpaths, reens, watercourses, streams, drains, sewers, and pipes, which it may be necessary or convenient to cross, stop up, alter, or divert.

3. To enable the Mayor, Aldermen, and Burgesses of the borough of Newport, in the county of Monmouth (hereinafter called the Corporation), and the Tredegar Wharf Company, and the Right Honorable Godfrey Charles, Baron Tredegar, and the trustees or trustee for the time being of his settled estates respectively, to contribute towards the cost of making and maintaining the said road, and for that purpose to enable the Corporation and the Tredegar Wharf Company respectively to apply their corporate or partnership funds or revenues, and to declare the construction and maintenance of the said road to be improvements of land within the meaning of sections 78 to 89 (both inclusive) of "The Land Improvement Act, 1864," and that the Company shall for the purposes of those sections be deemed to be a railway Company, and to apply those sections accordingly.

4. To provide for the dedication of the proposed road to the public, and for the maintenance and repair thereof as a public highway accordingly.

5. To authorise the Company for the purposes of the proposed road, and for the general purposes of their undertaking, or for such purposes as may be defined by the Bill, to raise further monies by the creation and issue of new shares or stock, and by borrowing, and to attach to any such new shares or stock a priority of interest or dividend, and other special privileges.

6. To authorise the Company, by agreement with the holder or holders of any preference shares or stock of the Company, or otherwise to vary the rights and privileges, rates of interest, or dividend, or terms, and conditions to which such shares or stock are entitled, or are subject, or to cancel any such shares or stock, and issue in substitution for the same other shares or stock, with the same or other rights and privileges, and with the same or other rates of interest or dividend, and upon and subject to the same or other terms and conditions, and to exempt all or some of such shares or stock, whether created under former Acts, or under the Bill, from the provisions or some of the provisions of Section 14 of the Companies Clauses Act 1863.

7. To classify, define, and regulate the capital and borrowing powers of the Company, and the rights, privileges, and priorities, as between themselves of the share, stock, and debenture holders of the Company, or any classes thereof respectively.

8. To empower the Company, and any Company or persons, for the time being, working or using the Railways of the Company, or any of them, or any part or parts thereof respectively, either by agreement or otherwise, and 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 prescribed by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways or portions of railways hereinafter mentioned, that is to say:

(a) So much and such parts of the railways of the Monmouthshire Railway and Canal Company (in this notice called the "Monmouthshire Company"), as lie between the junctions or authorised junctions therewith of the railways, No. 1, No. 4, and No. 6, authorised by the Act of 1865, or any one of those junctions or authorised junctions and the east side of Tredegar Park.

(b) The railway known as "The Park Mile," through Tredegar Park.

(c) The railways of the Monmouthshire Company, from the west side of Tredegar Park, to any junction or authorised junction thereof, with the Sirhowy Railway Company (in this notice called the Sirhowy Company).

(d) The railways of the Sirhowy Company, and all stations, roads, 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.

9. To alter the constitution of the Pilotage Board for the port of Newport, and to enable the Company to appoint one or more members of that board.

10. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, and to confer other rights and privileges, and so far as may be requisite or desirable for any of the purposes of the Bill to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say the Act of 1865, Lord Tredegar's Estate Act, 1865, The Alexandra (Newport) Dock Act, 1868, The Alexandra (Newport) Dock Act, 1870, The Alexandra (Newport) Dock Act, 1873, The Alexandra (Newport) Dock Act, 1874, and Lord Tredegar's Supplemental Estate Act, 1874, and 32 George III cap. 102, and all other Acts relating to the Monmouthshire Company, and 42 George III, cap. 115, and all other Acts relating to the Sirhowy Company and their railways, and the Park Mile Railway respectively, and The Bristol Channel Pilotage Act, 1861 and 7 George IV, cap. 6, and 18 Vic., cap. 41 relating to the Corporation and the Acts of 32 and 33 Vic., cap. 150, and 36 Vic., cap. 1, and the Provisional Orders relating to the existing Borough confirmed thereby.

11. And notice is hereby further given that plans and sections of the proposed road, shewing the situation, line, and levels thereof, with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands to be taken

compulsorily under the powers of the Bill, together with a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November instant, for public inspection, with the Clerk of the Peace for the county of Monmouth, at his office at Newport in that county, and with the parish clerk of the said parish of Saint Woollos at his residence.

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

Dated this 10th day of November 1875.

*Markby Tarry and Stewart*, 57, Coleman-street, London, Solicitors for the Bill.

*J. C. Rees*, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1876.

Spennymoor and Tudhoe Gas Company.  
(Re-incorporation of Spennymoor and Tudhoe Gas Company (Limited), with Powers to Maintain and Enlarge Existing Works, and to exercise other Powers, and light Whitworth and other places with Gas.)

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:—

1. To dissolve the Spennymoor and Tudhoe Gas Company (Limited) as it now exists, and to cancel their deed of partnership, articles and memorandum of association, and any other instrument under which they are now acting.

2. To incorporate by the same, or some other name, the Spennymoor and Tudhoe Gas Company (Limited), and to confer upon the Company so incorporated (hereinafter referred to as the Company) all necessary powers and authorities for carrying into effect the objects of the Bill.

3. To confer upon the Company all needful powers for lighting with gas the following parishes, townships, extra-parochial and other places, or some of them or some part or parts thereof respectively, all in the county of Durham, that is to say: Whitworth, Tudhoe, Sunderland Bridge, Hett, Coxhoe, Cornforth, Ferryhill, Great and Little Chilton, Merrington, Middlestone, Westerton, Old Park, Binchester, Byers Green, Newfield, Stockley, Coundon, Windlestone, Mainsforth, Bishop Middleham, and Thrislington.

4. To authorise the Company to hold lands and to maintain their existing works, and to alter, enlarge, and improve such works, and to erect additional works on the lands, or any part of the lands now belonging to or held by or on behalf of the Company and upon any lands which may be purchased or taken by them under the powers of the Bill, and to enable them to manufacture gas, and any residual products arising in the manufacture of gas, and to sell and dispose of gas, coke, coal tar, and other residual and manufactured products, matters, and things.

5. The lands to be held and used for the manufacture of gas, and for gas works, and for the manufacture and sale of any residual products arising from the manufacture of gas or of the materials used therein are the following:—

1. The lands now belonging to the Company and on which the Gas Works of the Company have been erected, and which lands contain 2 roods and 4 perches, or thereabouts, and are situate in the said township of Whitworth, and are bounded as follows: On the north partly by a beck or brook belonging to Robert Duncombe Shafto, Esquire, and partly by land and hereditaments belonging

to the Weardale Iron and Coal Company (limited), partly by hereditaments belonging to John Wood, partly by Thomas-street, Church-street, and a back street, leading from Thomas-street to Church-street, and partly by hereditaments belonging to Parkin Neisbit, and partly by land and hereditaments belonging to the said Spennymoor and Tudhoe Gas Company; on the south by the North Eastern Railway; on the east partly by the said beck or brook, and by land and hereditaments belonging to the said Weardale Iron and Coal Company; and on the west partly by land and hereditaments belonging to Thomas Starforth, and by land belonging to the said Robert Duncombe Shafto.

2. A plot of land, containing 3 acres, or thereabouts, and situate in the said township of Whitworth, and bounded on the north by the North-Eastern Railway, on the south by land belonging to Sir William Eden, Baronet, and in the occupation of Joseph Simpson, and Henry Reed, on the east partly by a reservoir, and partly by land and hereditaments belonging to the said Weardale Iron and Coal Company, and on the west by land belonging to the said Robert Duncombe Shafto, and in the occupation of Thomas Starforth, Thomas Wilkinson, and Simon Harrison.

6. To authorise the Company to purchase the said additional land.

7. To enable the Company to acquire and hold lands, and from time to time to sell and dispose thereof, and to acquire and hold patent rights and licenses to use or exercise patent rights, and to carry on the business usually carried on by gas companies, or which is or may become incident thereto, and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas, and to lay down and maintain mains and pipes in, through, across, along, under, or over, and to break up or interfere with, as the case may require, streets, public and private roads, and footpaths, railways, tramways, rivers, canals, waters, bridges, and other passages and places within the limits of the Bill, and also to interfere with any sewers, drains, and pipes in, over, or under the same respectively.

8. To empower the Company to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell or let the same, and to charge and receive rents, charges, and remunerations for the sale and supply of gas and gas meters, and fittings, and other gas apparatus, and to alter the existing rents and charges.

9. To authorise the Company and any corporation, public body, sanitary, or other local authority within the said limits, to make and carry into effect contracts and agreements for lighting and for supplying all things, and performing all acts, incidental to lighting any streets, roads, places, or buildings within such limits upon such terms and conditions as they shall respectively agree upon, and, if necessary, to enable such corporations, public body, sanitary, or other local authorities, for the purposes aforesaid, to appropriate and apply any funds belonging to them respectively, or under their control, and to raise moneys by rates, and by borrowing.

10. To alter and regulate the capital of the Company, and its distribution into shares, and its appropriation amongst the shareholders, and to enable the Company to raise further capital by shares and stock, and by borrowing and by the creation of debenture stock, and to attach, if they think fit, to the new shares or stock, or to any

part thereof, a preference or priority of dividend over the other shares of the Company.

11. To extend to the Company, so far as the same are applicable, and except so far as the same may be specially varied by the Bill, the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Gasworks Clauses Act, 1847;" and "The Gasworks Clauses Act, 1871." And the Bill will confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill, and it will vary and extinguish existing rights and privileges, and will amend the powers and provisions of any Act now in force within the limits of the Bill so far as may be necessary or expedient for any of the purposes of the Bill.

12. 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, 1875.

*Watson and Smith*, Solicitors, Exchequer-buildings, North Bailey, Durham.

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

In Parliament.—Session, 1876.

Stoke-upon-Trent Corporation.

(Acquisition by the Corporation of Markets and other Property of the Trustees of the Market of the town of Stoke-upon-Trent; Transfer to the Corporation of Rights and Powers of the Trustees; Application of Purchase Money by the Trustees; Levying of Rates; Borrowing of Money; Amendment or Repeal of Markets Act.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session for leave to bring in a Bill for the following or some of the following purposes (that is to say):

1. To authorise the Trustees acting in the execution of an Act passed in the eighth year of the reign of her present Majesty, intituled "An Act for Establishing a Market in the Town and Borough of Stoke-upon-Trent, in the County of Stafford," to sell and convey the Market maintained under the said Act, and all the other Property owned by the same Trustees, to the Mayor, Aldermen, and Burgesses of Stoke-upon-Trent (hereinafter called "the Corporation"), and to transfer to the Corporation all the rights and powers exercised or exercisable by the said Trustees under the said Act or otherwise, and to provide for the application by the Trustees of the purchase money, and to enable them to wind up their Trust.

2. To enable the Corporation to purchase and maintain the said Market and other Property, and to pay the costs thereof out of the rates leviable by them or out of money to be borrowed by mortgage of such rates, or by mortgage of the said Market and other property, and to enable the Corporation to exercise all the rights and powers by the said Act conferred upon the said Trustees.

3. To sanction and confirm any Agreement which has been or may hereafter be made between the said Trustees and the Corporation as to the sale and purchase of the said market and other property, and as to the transfer of the said rights and powers.

4. To enable the Corporation to levy rates and borrow money, either by means of mortgage or annuity, for the purposes of the said Bill.

5. To make regulations, and to enable the

Corporation to make regulations, with respect to the use of the said market and the stallages, rents, and tolls to be paid for the use thereof, and generally to provide for the control and management of the said market and other property by the Corporation, and to direct the application of the money to be received as stallages, rents, or tolls, or otherwise in respect of the said market and other property.

6. To repeal or alter, so far as necessary or expedient, the said Act.

7. To incorporate all or some part of the Markets and Fairs Clauses Acts, 1847.

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

Dated this 12th day of November, 1875.

*William Bagnall*, Solicitor for the Bill,  
Stoke-upon-Trent.

*Clabon and Fearon*, 21, Great George-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Chesterfield Borough Extension and  
Improvement.

(Extension of Borough, and of powers of Magistrates and other jurisdiction and of School Board Separation of added district from parishes and townships in which it is situate; Division into wards; Alteration of constitution of Corporation; Exemption from rates, tolls, &c.; Power to levy tolls, rates, duties, &c.; Provisions as to sanitary objects; Trades nuisances offences; Police and other matters, and for government, regulation, and improvement of borough and streets and other places therein; Sundry other provisions; Powers to raise money and to make bye-laws and impose penalties; To purchase and sell lands; Payment of costs; Incorporation of acts; Amendment of Acts, and other purposes).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Burgesses of the borough of Chesterfield (in this notice called "the Corporation"), for leave to bring in a Bill for the following or some of the following objects, powers, and purposes (that is to say):

1. To alter, enlarge, extend, and define for municipal and all or some other purposes, the limits of the borough of Chesterfield, in the county of Derby (in this notice called "the Borough,") and to incorporate with and include in the borough the lands and territory hereinafter mentioned, or some part or parts thereof, proposed to be added to the borough, and at present beyond the limits of the borough, and to constitute the same or some part thereof part of the borough, and to extend as well the municipal franchises, rights, privileges, and immunities of the borough as its obligations and the powers and jurisdiction of the justices of the peace and magistrates thereof over the whole of the lands and territory so to be added and the inhabitants of the same.

2. The limits of the borough when extended as proposed will include the present borough and the lands and territory, or some part or parts of the lands and territory following, that is to say: so much of the townships or parishes of Hasland, Walton, Brampton, Newbold, Whittington, Brimington, Tupton, and Calow, all in the county of Derby, as shall be included within the following boundary, that is to say: a boundary commencing in the township of Hasland, in the parish of Chesterfield, at the junction of Langer-lane with the turnpike road leading from Chesterfield to Derby, at a point 250 yards or thereabouts southward of the present toll

bar on the said turnpike road, proceeding thence along the northern side of Langer-lane for a distance of 40 yards or thereabouts, to the boundary between the townships of Walton and Hasland, thence along the same boundary in a northerly direction to Boythorpe, at the junction between Boythorpe-lane and Walton-lane, thence in a westerly direction on the north side of Walton-lane to the junction of that lane with the Chesterfield and Matlock turnpike road, thence along the east side of that road in a northerly direction to a point in that road opposite to the stile leading to a footpath from that road to Walton (and at a distance of about 60 yards to the south of Walton Mill), thence crossing that turnpike road and proceeding in a westerly direction to the south east end of Walton Mill Dam, thence along the south side of the said Mill Dam and its goit to the River Hipper, thence along the centre of the River Hipper in a westerly direction to a point in that river, 140 yards or thereabouts, measured in a straight line, from the western end of the said goit, thence in a north-westerly direction along the fence dividing certain fields belonging to Thomas Greaves to the point where the same fence meets the south side of the turnpike road leading from Chesterfield to Baslow, at a point in that turnpike road 50 yards or thereabouts west of the western side of Storrs-lane, thence along the south side of that turnpike road in a westerly direction for a distance of 130 yards or thereabouts, thence across the said turnpike road in a northerly direction to a fence 25 yards or thereabouts north eastward of the east lodge at the entrance to Somersal-lane, thence along the said fence in a northerly direction for 176 yards, thence turning in an easterly direction and proceeding along the same fence for a distance of 45 yards or thereabouts, thence proceeding in a northerly direction for a distance of 100 yards or thereabouts, thence in a westerly direction for a distance of 22 yards or thereabouts, thence in a northerly direction for a distance of 400 yards or thereabouts all along the same fence, thence eastwardly along a fence on the south side of a field belonging to the Duke of Devonshire for a distance of 86 yards, thence in a northerly direction along the fence on the east side of that field for a distance of 88 yards or thereabouts to a point in Ashgate-road opposite Slack-lane, thence across Ashgate-road to the south-east end of Slack-lane, thence along the east side of Slack-lane to its junction with the old turnpike road leading from Chesterfield to Brampton, thence crossing the said turnpike road to the east side of an occupation road leading from the said turnpike road to Holme Farm, thence in a northerly direction along the east side of that occupation road as far as the boundary between the parish of Brampton and the township of Newbold, thence in a northerly direction along a footpath in continuation of that occupation road, and leading from Lounsley-green to Newbold Back-lane, thence in a north-easterly direction across Newbold Back-lane to a fence on the eastern side of two fields situate between Newbold Back-lane and the Chesterfield and Cutthorpe turnpike road, thence along the same fence in a northerly direction for a distance of 200 yards or thereabouts to the Chesterfield and Cutthorpe turnpike road, thence in a westerly direction along the south side of the said turnpike road for a distance of 60 yards or thereabouts, thence crossing the said turnpike road at right angles to a fence forming the western boundary of William Orwin's cottages and premises, thence along that fence and along a fence in continuation of that fence in a northerly direction for a

distance of 730 yards or thereabouts to the stream called Ridding Brook, thence along the centre of that stream in an easterly direction, crossing the Dunston and Littlemoor highway, the Dunston and Brimington turnpike road, the Sheffield and Chesterfield turnpike road, and the Midland Railway, to the junction of the said stream with the River Whitting, thence in a south-easterly direction along the centre of the River Whitting to its junction with the River Rother, thence in a southerly direction along the centre of the River Rother to its junction with the Tinkersick Brook, thence in a south easterly direction along the centre of the said Tinkersick Brook and the boundary between the townships of Brimington and Tapton to the Chesterfield and Worksop turnpike road, thence across the said road at right angles to the east side thereof, thence in a southerly direction along the east side of the said turnpike road to Balm Oak-lane, across Balm Oak-lane to the south side of that lane, thence in an easterly direction along the south side of Balm Oak-lane to its junction with Petty Close-lane, thence along the west and south-west side of Petty Close-lane and the west side of Headlands-lane to Crow-lane, thence along the north-westerly side of the said Crow-lane for a distance of 70 yards or thereabouts, thence across the said Crow-lane to the footpath leading from that lane to Upper Hady, thence in a southerly and easterly direction along the said footpath to the junction of the boundaries of the townships of Tapton Calow and Hasland at or near Dryhurst, thence along the boundary between the township of Hasland and the township of Calow in a southerly direction to Lower Hady at the south end of Hady-lane, thence across to and along the south-easterly side of the road leading from Calow to Hasland for a distance of 450 yards or thereabouts to the last mentioned township boundary, thence in a south-westerly direction along the said last mentioned township boundary to the north-eastern side of the premises known as the Shoulder of Mutton Inn, in Hasland, thence along the south side of those premises and across the Mansfield and Chesterfield turnpike road to the south west side of that road, thence in a north-westerly direction and along the side of that road for a distance of 50 yards or thereabouts to a fence nearly opposite the road leading from Hasland to Calow, thence along that fence in a southerly direction for a distance of 50 yards or thereabouts, thence in a westerly direction and straight line for a distance of 125 yards or thereabouts across certain land belonging to Bernard Lucas, and across the Hasland and Grassmoor road to the east end of Storforth-lane, thence along the north side of Storforth-lane in a westerly direction to the River Rother, thence along the centre of the said river in a southerly direction to the east end of a fence between two fields abutting on that river, and which east end of the said fence is 330 yards or thereabouts measuring in a straight line in a southerly direction from the point where Storforth-lane crosses the River Rother, thence along the said fence in a westerly direction for a distance of 570 yards or thereabouts to the Chesterfield and Derby turnpike road across that road, and thence in a northerly direction along the west side of that road to the commencement of the boundary hereinbefore mentioned, and which lands and territory so proposed to be added under the powers of the Bill to the borough and with the borough to form the extended borough, are in this notice referred to as the district proposed to be added.

3. To sever from the district of the Rural Sanitary Authority of the district or union of Chesterfield, in the county of Derby, so much of the

parishes or townships of Brimington, Calow, Tapton, and Hasland, and so much of the districts of the Local Boards of Brampton and Walton Newbold and Dunston and Whittington, as will be comprised within the district proposed to be added by the Bill, and to alter the rates now authorised to be levied, and to repeal or alter the powers of levying and collecting rates, tolls, duties, and charges within the district proposed to be added, and the application of those rates, tolls, duties, and charges.

4. To provide that the district proposed to be added shall for parochial, civil, and other purposes be included within and form part of the parish of Chesterfield.

5. To abolish or alter the jurisdiction, powers, authorities, rights, and privileges of justices, magistrates, School Boards, Turnpike Trustees, Highway Boards, and all other Local Authorities within the district proposed to be added to the existing borough, and to extend the jurisdiction of the Justices of the Peace and Magistrates, Corporation, and other local authorities of the existing borough, throughout the extended borough, and to extend and to enlarge and make co-extensive with and over the extended borough the jurisdictions, powers, authorities, duties, rights and privileges, or some parts or portion thereof now possessed, enjoyed, or exercised, or which are possessed and enjoyed, and might be exercised by the Corporation, not only as a Corporation but also as a Local Board and Urban Sanitary Authority, and in their several other capacities, and to vest in the Corporation, and in the several persons holding or hereafter to hold office under them respectively, the same jurisdiction, powers, authorities, rights, and privileges, in, over, and in respect of the extended borough which they now possess, exercise, or enjoy, or might exercise, in, over, and in respect of the existing borough, or such other jurisdiction, powers, authorities, rights, and privileges as the Bill may define, as fully and effectually to all intents and purposes as if the district proposed to be added now formed a part or portion of the existing borough; and to enable the Corporation and the other persons before-mentioned to act by themselves respectively or jointly with others authorised to do so as trustees, commissioners, or managers of or in respect of any trust, undertaking, or charity in the same manner as they now have power to act or as the Bill may define.

6. To provide that the School Board for the existing borough shall be the School Board for the extended borough, and to make other provisions with respect to the School Board for the extended borough.

7. To provide for the division into wards of the whole area of the existing and extended borough, and to re-arrange and alter or provide for the re-arrangement and alteration of the several wards within the existing borough, or some of them, and to alter, increase, or lessen the boundaries of those wards, or some of them, and to make new wards within the extended borough, or to increase the extent of the existing wards, or otherwise to alter the division of the existing borough, and of the extended borough into wards or otherwise to alter the division of the said borough into wards, and to fix the number and boundaries of such wards, and to provide for the election of Aldermen and Councillors for the same.

8. To alter the constitution of the Corporation and other local bodies, to alter the present number, and to increase and fix for the future the number of the Aldermen and Town Councillors; and to make provisions as to their qualification and election, and as to the qualification, registration, and

voting of electors in the borough or in the extended borough.

9. To exempt the district proposed to be added within the extended borough from the payment of county rates, turnpike tolls, and highway and other rates now levied within the parishes and townships in such district, and to prevent the levying of turnpike or other tolls or rates within the district proposed to be added, and to provide for the repair and maintenance of the roads, streets, and highways, and bridges therein, and to repeal so far as relates to such district all or some of the provisions of the Turnpike Acts now in force therein.

10. To repeal or alter all or some of the powers of making, levying, and collecting tolls, rates, rents, assessments, charges, duties, fees, and payments, and to authorise the Corporation to make, levy, and collect new tolls, rates, rents, assessments, charges, duties, fees, and payments for all or any of the purposes of the Corporation and of the Bill within the extended borough, and also therein to make, levy, and collect all such tolls, rates, rents, assessments, charges, duties, fees, and payments, as they are now authorised to levy within the existing borough, to provide remedies for the recovery thereof, and confer, vary, or extinguish exemptions from the payment of any existing or future tolls, rates, rents, charges, duties, fees, and other payments, and to confer other exemptions, rights, and privileges.

11. To authorise the Corporation to raise money for all or any of the purposes of the Bill, by mortgage of their lands, hereditaments, property, borough funds, borough rates or revenues, and of any toll, rates, rents, charges, duties, stallages, fees, or other payments levied or received by the Corporation and to be authorised or levied by the Bill, or any of them, or otherwise as the Bill may provide.

12. To make further and better provision within the extended borough for the punishment of disorderly persons and the prevention of nuisances, and with respect to stray dogs, itinerant musicians, obstructions in streets, disorderly houses, and for the prevention of fires.

13. To enable the Corporation to grant licences to porters and for the porters' carts, and to omnibusses, wagonettes, and other vehicles, and to make bye-laws and regulations with reference to such porters and carts and such omnibusses and wagonettes and other vehicles and the drivers and hirers of the same.

14. To make provision with respect to the better draining, cleansing, paving, watching, lighting, supplying with water, and otherwise improving the extended borough, and preserving and protecting the persons, property, peace, morality, decency, propriety, health, quiet, and comfort of the inhabitants thereof and others, and for the definition, prevention, and punishment of offences.

15. To prohibit or restrict and regulate or make other provision with respect to the several matters following, or some of them, that is to say: the establishment, holding, or use of markets, fairs, and slaughter-houses, and the use of steel-yards in markets, crying, hawking, assemblages, shows, caravans, exhibitions, and disturbances in markets and shambles and in the streets, public places, and elsewhere in the extended borough, the laying out of streets, the construction, use, and appropriation of buildings, factories, lodging-houses, and other dwellings, furnaces, fire-places, water-closets, privies, drains, cesspools, ashpits, wells, yards, and other places, the exercise of certain trades, businesses, and callings, and the creation of other obstructions or annoyances in streets and public places, the slaughter of animals,

elsewhere than in authorised slaughter-houses, the consumption of smoke, street music, street games, street noises, and gambling, the use of steam whistles and other noisy instruments, whether in factories, steamboats, railway engines, or elsewhere, street preaching and lecturing, and other practices leading to crowds or tumults, and the existence of shafts, wells, excavations, dangerous places or things, and to prohibit or restrict the sale or exposure of animals or things, and the placing of stalls or pens in the streets or public places, and other offences, annoyances, obstructions, disturbances, and inconveniences, and to inflict punishments for breach of such prohibitions, restrictions, or regulations and provisions, all within the extended borough.

16. To make provisions for the lighting, cleansing, alteration, levelling, paving, flagging, and channelling, repairing, draining, watering, and metalling of streets, roads, and other places within the extended borough, and as to the expenses thereof.

17. To enable the Corporation, but by agreement only, to purchase, or take by way of exchange, or to take on lease lands, houses, and other hereditaments, and either in consideration of money or land, or on yearly or other rent, and to enable the Corporation to sell or lease lands, and to provide for the application of moneys arising from any sale or lease.

18. To enable the Corporation to regulate and control the course and passing of animals, vehicles, and traffic in and along the streets and thoroughfares within the extended borough, and to repeal, alter, or amend any existing bye-laws, or to apply all or any of them to the extended borough.

19. To empower the Corporation to make or alter bye-laws and regulations for all or any of the matters aforesaid, or for any of the purposes of the Bill; and to impose or authorise the imposition of penalties for breach or non-observance of such bye-laws and regulations, and to provide for the recovery and application of penalties, and to confer further powers upon the Corporation with respect to the making, repealing, altering, varying, and enforcing bye-laws and regulations, and for the imposition and enforcing of penalties for breach of the same.

20. The Bill will confer upon the Corporation all such powers, rights, authorities, and privileges as are or may become necessary for carrying the powers of the Bill into execution; and will vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete and full effect the objects and purposes of the Bill, and to confer other rights and privileges, and will incorporate either wholly or in part, and will alter, extend, vary, and enlarge, or repeal, so far as may be necessary for the purposes thereof, all or some of the powers or provisions of "The Towns Improvement Clauses Act, 1847;" "The Towns Police Clauses Act, 1847;" "The Public Health Act, 1875;" and all or some of the powers and provisions of the Municipal Corporation Acts and the Sanitary Acts, or any or either of them; and will also alter, amend, enlarge, or repeal all or some of the provisions of the local and personal Acts following, or some of them, that is to say: "The Chesterfield and Worksop Road Act, 1860;" "The Chesterfield, Dunston, and High Moors Turnpike Act, 1865;" "The Chesterfield and Hirstone-lane Head Turnpike Roads Act, 1864;" "The Chesterfield and Matlock Road Act, 4 Geo. 4, cap. 28;" "The Mansfield and Chesterfield Road Acts, 55 Geo. 3, cap. 16, and 55 Geo. 3, cap. 88;" and any general Turnpike Acts relating to those roads, or

any of them; and also any Orders of the Local Government Board relating to the Whittington Local Board, the Newbold and Dunston Local Board, the Brampton and Walton Local Board, and any other Local Authority within the district proposed to be added; and of any Acts of Parliament confirming the same or any of them; "The Chesterfield Market Act, 1854;" "The Chesterfield Corporation Markets Act, 1873;" or any other Act relating to the Corporation.

21. To make provision for the payment of the expenses of and incident to the applying for, obtaining, and passing of the Bill out of any moneys, funds, or rates in the hands of the Corporation, or under their control, or to be raised, or to arise under the powers of the Bill.

22. 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, 1875.

Dated this 11th day of November, 1875.

John Catts, Town Clerk, Chesterfield;

Stevens and Co., 20, High Holborn, London;

Solicitors for the Bill.

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

In Parliament.—Session 1876.

Preston Tramways.

Incorporation of Company, construction of Tramways in the Borough of Preston and other adjoining districts, all in the County of Lancaster; Powers to levy Tolls, Rates, and Charges, Use and Repair of Streets; Arrangements with and Powers to Mayor, Aldermen, and Burgesses of Preston and other Bodies; Purchase of Lands; 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 an Act to incorporate a Company to be called "The Preston Tramways Company" (hereinafter called the Company) for the following or some of the following among other purposes, that is to say:—

1. To authorise the Company to construct, maintain, and work the street tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith respectively, that is to say:—

Tramway No. 1, commencing in Christ Church Ward, in the parish of Preston, at a point in Fishergate about 9 yards northward and in line with the east side of Charles-street, and terminating in the township of Fulwood, in the parish of Lancaster, at a point in Watling-street about 10 yards northward and in line with the east side of the Prince Albert Inn; all of which tramways are situate in the parishes of Preston and Lancaster.

The course of tramway No. 1 will be from its commencement along Fishergate, Church-street, Lancaster-road, Ormskirk-road, North-road, Garstang-road, Victoria-road, East-road, and Watling-street; and for a distance of 30 feet and upwards on either side of the footpath and the nearest rail of the tramway there will be less than 9 feet 6 inches along Victoria-road.

The centre line of tramway No. 1 will, from its commencement, coincide with the imaginary centre line of Fishergate and Church-street, until it approaches Lancaster-road, where at a point about 1 chain westward of such road it will diverge northward until it attains the ima-

ginary centre line of the said road until it approaches Ormskirk-road, where at a point about 1 chain southward from such road it diverges eastward until it attains the imaginary centre line of the said road, and where it again diverges at a point about 2½ chains from the north-east corner of the said road and 4 feet to the left-hand side of the imaginary centre line of the said road, and then within the distance of 2 chains it will again approach and attain the imaginary centre line of the said road, and there diverge northwards until it attains the imaginary centre line of North-road, as also the imaginary centre line of Garstang-road, until it approaches a point in Garstang-road about 4 chains southward of the south-west corner of the boundary wall of Grove House; in the said Garstang-road, where it diverges 4 feet to the left-hand side of the imaginary centre line of the said road, and then within the distance of 2 chains it again attains the imaginary centre line of the said road till it approaches the Victoria-road, and where at a point about 1 chain southward of the said road it diverges eastward until it attains the imaginary centre line of the said road, it then at a point nearly opposite the east side of Albert-road diverges 4 feet to the left-hand side of the imaginary centre line of the said road, and then within the distance of about 2 chains it again attains the imaginary centre line of the said road until within a point about 1 chain westward of East-road, where it diverges northward until it attains the imaginary centre line of the said road, and where at a point about 1 chain south of Watling-street it again diverges eastward until it attains the imaginary centre line of the said street, and continues in the centre line of the said street until its termination at a point opposite the east side of the Prince Albert Inn.

Tramway No. 1A, commencing in Trinity Ward, in the parish of Preston, by a junction with tramway No. 1 at a point in the Ormskirk-road, about 2½ chains from the north-east corner of the said road, and terminating at a point in the same ward and road about half a chain from the said corner of Ormskirk-road, which said tramway is wholly situate in the parish of Preston.

The course of tramway No. 1A will be in the Ormskirk-road.

The centre line of tramway No. 1A will at its commencement coincide with the imaginary centre line of Ormskirk-road, and it will from such commencement diverge 4 feet to the right-hand side of the imaginary centre line of the said road until within a distance of 2 chains it again attains the imaginary centre line of the said road.

Tramway No. 1B, commencing in St. Peter's Ward, in the parish of Preston, by a junction with tramway No. 1 at a point in the Garstang-road, about 4 chains southward of the south-west corner of the boundary wall of Grove House, in the said Garstang-road, and terminating at a point in the same ward and road about 2 chains southward of the said corner of the boundary wall of Grove House aforesaid, which said tramway is wholly situate in the parish of Preston.

The course of tramway No. 1B will be in the Garstang-road.

The centre line of tramway No. 1B will at its commencement coincide with the imaginary centre line of Garstang-road, and it will from the said commencement diverge 4 feet to the right-hand side of the imaginary centre line of the said road until within a distance of about 2

chains it again attains the imaginary centre line of the said road.

Tramway No. 1c, commencing in the township of Fulwood, in the parish of Lancaster, by a junction with tramway No. 1 at a point in the Victoria-road nearly opposite the east side of Albert-road, and terminating at a point about 2 chains eastward of the said east side of Albert-road, in the Victoria-road, which said tramway is wholly in the parish of Lancaster.

The course of tramway No. 1c will be in the Victoria-road, and for a distance of 30 feet and upwards on either side of the footpath and the nearest rail of the tramway there will be less than 9 feet 6 inches.

The centre line of Tramway No. 1c will at its commencement coincide with the imaginary centre line of Victoria-road, and it will from the said commencement diverge 4 feet to the right hand side of the imaginary centre line of the said road until within a distance of about 2 chains it again attains the imaginary centre line of the said road.

The intended tramways will be made, or pass from, in, through, or into the parishes of Preston and Lancaster, in the county of Lancaster.

2. All distances given from the tramway to the centre of any street, or to any other point, are to be taken as measured from the centre of the particular tramway.

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

4. To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, bridges, ways, footpaths, rivers, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repaving, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their places, or for other the purposes of the intended Act.

5. To enable the Company, for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, stables, sheds, and other conveniences on any such lands.

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

7. To provide for the maintenance and repair of the whole or some portion of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid; and to exempt the promoters from the payment of the whole or some part of any highway, local board of health, or other rate or assessment, in respect of any portion or any part of any street, road, or place upon or along which any of the proposed tramways may be laid. To provide for and regulate the user of by the Company, for the purposes of the intended Act, of any

paving, metalling, or road materials excavated 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.

8. 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 or other rail.

9. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the intended Act, the use of the proposed tramways by persons or Corporations other than the Company with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edged rail or on a grooved or other rail, and to authorise and give confirmation to any agreement or agreements between the Company and any Corporation, local authority, Company, body, or person which have or has already been made, or which before the passing of the Act may be made, as to the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such Corporations, local authorities, or persons.

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

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

12. To enable the Company, and the Mayor, aldermen, and burgesses of Preston, and any Company, local authority, vestry, district board, trustee, or other bodies corporate, or persons having respectively the duty of directing the repairs of or the control or management of the said streets, roads, footpaths, railways, tramways, docks, quays, piers, jetties, bridges, and places respectively over, upon, along, or through which any of the proposed tramways, rails, or plates may be laid, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal, steam, caloric, or other motive power, and for the payment of a composition in respect of the user of such streets, roads, footpaths, railways, tramways, docks, quays, piers, jetties, bridges, and places, and for securing the carry-

ing out of the proposed undertaking, and to confirm any agreement or agreements between the Company and any Corporation, local authority, company, body, or person as aforesaid, which have or has already been made, or which, during the passing of the Act, may be made with reference to any such objects.

13. To empower the Company and the Mayor, aldermen and burgesses of Preston, and any Company or Companies who may hereafter be authorised, to lay down a tramway or tramways in any of the streets or roads along which the tramways hereinbefore described are intended to be laid, to enter into and carry into effect any contracts, agreements, and arrangements with respect to the construction, ownership, user, working, maintenance, and management of the tramway or tramways of the contracting parties, or some part or parts thereof respectively, the procuring of rolling and working stock, the appointment, removal, and payment of officers and servants, the interchange, transmission, collection, and delivery of traffic, the fixing, collection, division, apportionment, and appropriation of rates, tolls, and charges upon their respective undertakings and all incidental matters, and to sanction and give effect to contracts, agreements, and arrangements made or to be made with respect to any of the matters aforesaid.

14. To incorporate with the intended Act, and to confer upon the Company all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; parts 2 and 3 of the Tramways Act, 1870; so far as may be necessary for the purposes of the proposed undertaking, save and except so far as the same may be expressly varied or excepted by the said Bill, to vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects of the Bill, and to confer upon the Company all such other rights and privileges as may be necessary or convenient for carrying into effect the objects and purposes of the intended Bill.

15. To repeal, alter, amend, and extend, so far as may be necessary for effecting any of the objects of the Bill, all or some of the powers and provisions of, and of any public or local Act in force within the borough of Preston, or in any parish, township, or extra-parochial or other place hereinbefore-mentioned, as may interfere or be inconsistent with the objects or purposes of the intended Act.

16. And notice is hereby further given that plans and sections, in duplicate, of the proposed tramways and works, and a book of reference thereto, a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November instant, for public inspection with the clerk of the peace for the county of Lancaster, at his office at Preston; and with the Mayor, aldermen, and burgesses of the borough of Preston, at the office of the town clerk; and that a copy of so much of the said plan, section, and book of reference as relates to each of the parishes and extra-parochial or other places from, in, through, or into which the proposed tramways and works proposed to be authorised by the intended Act will be made, or pass; and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited 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 thereto, at his residence.

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

Dated this 11th day of November, 1875.

*Richard Dickson*, 43, Bedford-row, London,  
Solicitor for the Bill.

*S. E. Pollard*, 11, Little Queen-street,  
Westminster, Parliamentary Agent.

North British Railway, No. 3.  
Burntisland Dock.

(Vesting Dock belonging to Town Council of Burntisland, in North British Railway Company, in terms of Agreement, of June, 1875, and consequential provisions; Power to Complete and Maintain Dock, levy Rates, &c.; Extinction of Rights and Privileges; Repeal and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to vest or authorise, and provide for the vesting in the North British Railway Company (hereinafter called "the Company"), of the dock at Burntisland, belonging to the magistrates and Town Council of Burntisland (hereinafter called "the Town Council") in terms of an agreement between the Company and the Town Council, dated 26th and 30th of June, 1875 (hereinafter called "the agreement of 1875"), or upon such other terms as may be agreed upon between the Company and the Town Council by any agreement hereafter to be entered into superseding, altering, or qualifying the agreement of 1875, and to confer upon the Company and Town Council respectively, all powers and authorities necessary or proper for carrying the said agreements, or any of them, into complete effect.

And it is proposed to repeal or alter so many and such parts of the North British Railway Act, 1873, and the agreement between the Company and the Town Council set forth in the schedule thereto, and confirmed thereby, as it may be necessary to repeal or alter in order to give effect to the first and fifth articles of the agreement of 1875, or any other article, clause, or provision thereof, and to confer upon the Company all necessary and convenient powers for completing, maintaining, improving, and using the said dock and all works in connection therewith, and for collecting the harbour revenues.

And it is proposed to authorise the Company to apply any funds belonging to them, or which they are authorised to raise in or towards all or any of the purposes of the intended Act, and to raise more money by the creation of guaranteed, preference, lien, ordinary, or debenture shares or stock, and by mortgage or bond and cash credit.

And it is proposed to authorise the Company 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, and to incorporate and make applicable to the Company all, or some of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, and to vary or extinguish all or any existing rights or privileges which would or might in any way impede, hinder, or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of the North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgama-

tion Act, 1862, and the several other Acts following relating to the Company, and to the undertakings belonging to, amalgamated with, vested in, or held on lease by, or worked, or authorised to be used or worked, by the 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; the 1st, 3rd, 4th, 4th and 5th, 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, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, 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, the 36th and 37th, the 37th and 38th, and the 38th and 39th years of the reign of her present Majesty; also "The Buntisland Harbour Order, 1870," confirmed by the Pier and Harbour Orders Confirmation Act, 1870 (No. 3); the 36th and 37th Vic., cap. 209; the 38th and 39th Vic., cap. 215; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Company or the Town Council.

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, 1875.

Dated this 10th day of November, 1875.

*Adam Johnstone*, 1, Register-place, Edinburgh, Solicitor for the Bill.

[C<sup>Y</sup> *Sherwood, Grubbe, Pritt, and Cameron*, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Braceborough Water.

Incorporation of Company; Construction of Works; Purchase of Lands; Supply of Water to the Towns, Villages, Railways, and Places lying between Braceborough and Paston, in the respective counties of Lincoln and Northampton; Capital; Tolls; 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 Braceborough Water Works Company" (hereinafter called "the Company"), and to enable the Company to construct works for supplying and to supply with water the inhabitants of the parishes or hamlets of Braceborough, Wilsthorpe, Greatford, Baston, Langtoft, Market Deeping, and Deeping Saint James, all in the parts of Kesteven, in the county of Lincoln; and of the parishes or hamlets of Deeping Gate, Maxey, Northborough, Etton, Glinton, Werrington, Marholme, and Paston, or Paston with Thwaites, all in the county of Northampton; and also to the undertakings of the Great Northern and Midland Railway Companies, both in the county of Northampton, or some part or parts thereof respectively; and powers will be taken in such Bill to enable the Company to construct and main the works follow-

ing, or some of them, in the respective counties of Lincoln and Northampton, that is to say:—

No. 1.—A conduit or line of pipes to be wholly situated in the parish of Braceborough, in the county of Lincoln, commencing in the stream known as the Braceborough Spa Stream, at or near a point five yards, or thereabouts, measured south-east from the south-eastern face of the culvert carrying the Essendine and Bourne Branch of the Great Northern Railway over the said stream, in a field known as the Three Acre portion of the Castle Hill Field, belonging, or reputed to belong, to Francis Willis, M.D., and to terminate by, at, or in the intended well or tank next hereinafter described.

No. 2.—A well or tank, with all necessary adits, driftways, galleries, engines, pumps, engine house, buildings, stand pipes, and accessories, to be situated in the said parish of Braceborough, in the field known as the "Three Acre" portion of the Castle Hill Field, belonging, or reputed to belong, to Francis Willis, M.D., at or near a point 33 yards, or thereabouts, measured in a south-easterly direction from the point of commencement of the intended conduit or line of pipes firstly before described.

No. 3.—A conduit, rising main, or line of pipes, to commence in the said parish of Braceborough, in, from, or out of the lastly-described intended well or tank, and to terminate in the parish of Paston, in the county of Northampton, at, by, or in the intended service tank or reservoir next hereinafter described or referred to. Such conduit, rising main, or line of pipes will pass through, from into, or out of Braceborough, Wilsthorpe, Greatford, Baston, Langtoft, Market Deeping, all in the parts of Kesteven, in the county of Lincoln; and the parishes of Deeping Gate, Maxey, Northborough, Etton, Glinton, Werrington, and Paston, all in the county of Northampton, or some of them.

No. 4.—A service tank or reservoir, with valve house, tower, buildings, and accessories, to be wholly situated in the parish of Paston, in the county of Northampton, at, by, in, or near to the south-west corner of an arable field abutting upon the western side of the public road, known as the Peterborough and Lincoln road, and situated opposite to the junction between that road and the public road from Paston Church, which field belongs, or is reputed to belong, to the Ecclesiastical Commissioners for England, and is, or is reputed to be, in the occupation of Edward Cotterell.

No. 5.—A conduit or line of pipes to be wholly situated in the parish of Paston, in the county of Northampton, to commence by a junction with the conduit thirdly before described, at or near the point in or upon the aforesaid Peterborough and Lincoln road, where the aforesaid public road from Paston Church joins the said road, and to terminate at or near to the point in the aforesaid Peterborough and Lincoln road, where the boundary between the said parish of Paston and the municipal borough of Peterborough touches, joins, or comes upon the said road.

No. 6.—A conduit or line of pipes to be wholly situated in the said parish of Paston, to commence in, from, or out of the intended service tank or reservoir fourthly before described, and to terminate at or near a point on the waste land abutting on the western side of the Great Northern Railway, 10 yards, or thereabouts, north of the level crossing, carrying the occupation road across the said railway from the aforesaid field, in which the said service reservoir is intended to be situated.

No. 7. A conduit or line of pipes to be wholly

situated in the said parish of Paston, to commence in, from, or out of the said intended service tank or reservoir fourthly before described, and to terminate at or near a point on the waste land abutting on the eastern side of the Midland Railway, 10 yards, or thereabouts, north of the level crossing carrying the occupation road across the said railway from the aforesaid field, in which the said service-reservoir is intended to be situated.

All the above works will be made, or will pass within, from, or into, and the lands and houses which will, or may be, taken, are situate in the parishes, townships, hamlets, and extra-parochial places following, or some or one of them, in the county of Lincoln, namely, Braceborough, Wiltorpe, Greatford, Baston, Langtoft, Market Deeping, and Deeping Saint James; and the parishes, townships, hamlets, and extra-parochial places, or some or one of them, in the county of Northampton, namely, Maxey, Deeping Gate, Northborough, Etton, Glinton, Werrington, Marholme, and Paston, or Paston with Thwaites:

The Bill will confer the following powers or some of them:—

To enable the Company to intercept, collect, divert, impound, and use the waters of the stream or brook firstly hereinbefore described, which waters so intended to be appropriated, directly or derivatively, flow or proceed into the stream known as the River Glen.

To deviate from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to the extent to be defined on the said plans and sections or to be specified in the said intended Act.

To enable the Company to supply water for domestic, trading, public, private, sanitary, and other purposes.

To enable the Company to lay down, erect, place, and maintain all such embankments, filter beds, dams, sluices, weirs, drifts, adits, tunnels, tanks, culverts, engines, pumps, machinery, mains, channels, cocks, valves, stand pipes, drains, approaches, and other works and conveniences as may be required or deemed expedient in connection with the said works, or any part thereof.

To enable the Company to lay down and maintain 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, railways, tramways, works, pipes, sewers, drains, streams, and watercourses, and to remove and alter telegraph-posts in the parishes and places aforesaid.

To enable the Company to purchase, by compulsion or by agreement, or otherwise, to take on lease and to take grants or easements in, over, or under any lands, houses, and other hereditaments requisite or desirable for the purposes aforesaid, and other the purposes of the said intended Act, and to vary, or extinguish any rights and privileges connected therewith, and other rights or privileges which would in any way interfere with the objects of the said intended Act.

For all or any of the purposes of the intended Act, and for the general purposes of their undertaking, to enable the Company to raise further sums of money and to increase their capital by the creation of shares or stock with or without preference, priority, or guarantee, on payment of interest or dividend, or with

other special rights and privileges, and by borrowing on mortgage or debenture, or by all or any of such means:

To enable the Company to levy, collect, and recover tolls, rates, rents, and charges for the supply of water, and to confer exemption from the payment of tolls, rates, rents, and charges, and to vary or extinguish any existing rights and privileges, and to confer other rights and privileges.

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.

And it is intended 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 "The Railways Clauses Consolidation Act, 1845," or some parts thereof respectively.

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 Clerks of the Peace for the parts of Kesteven, in the county of Lincoln, for the county of Northampton, and for the liberty and soke of Peterborough, at their respective offices at Stamford, Northampton, and Peterborough; and that a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes or extra-parochial places aforesaid, 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 of such parishes at his place of abode, and in case of extra-parochial places, with the parish clerk of an adjoining parish at his residence.

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

Dated this 10th day of November, 1875.

*Richard Dixon*, 43, Bedford-row,  
London;

*Rutland and Graves*, Peterborough;

Joint Solicitors for the Bill.

*S. B. Pollard*, 11, Little Queen-street,  
Westminster, Parliamentary Agent.

Wilts and Berks Canal.

(Powers to sell and transfer the undertaking—  
Winding up and Dissolution of Company—  
Compensation to Officers—Incorporation of  
New Company—Powers to Borrow—Alteration  
of Tolls, &c.—New Tolls, Rates, and Duties—  
Closing of Longcott Branch Canal and Sale of  
Site thereof—Amendment or Repeal of Acts,  
and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the

ensuing session for an Act for the following purposes, or some of them, that is to say:—

To authorise the Company of Proprietors of the Wilts and Berks Canal Navigation (hereinafter called "the Company") to sell and dispose of to George Frederick Fox, of the city of Bristol, gentleman, or to any Company already formed or to be formed or to be incorporated by the intended Act, or in such manner as may be provided by the intended Act, the undertaking of the Company, and the lands and hereditaments acquired at law or in equity by the Company, and all the estates, chattels, rights, titles, shares, interests, powers, authorities, and privileges of the Company or to the Company in anywise belonging (with such exceptions as may be defined in the intended Act) together with the rights of way or navigable communication from the locks, reservoirs, cuts, and basins of the Company over and along their canal and its branches.

To authorise the transfer by the Company of the canal, lands, hereditaments, property, and premises of the Company to the purchaser or purchasers transferee or transferees thereof, as the case may be, freed and discharged from all charges, debts, incumbrances, liens, and liabilities affecting the same, whether created by the Company under any Act or Acts of Parliament or otherwise howsoever, and from all claims or demands of the Company.

To authorise the purchaser or purchasers upon such sale and transfer as aforesaid to hold the said canal or the site thereof, and the lands, hereditaments, chattels, property and premises to him or them and his or their heirs, executors, administrators, successors, or assigns, or in case such sale or transfer be made to a company or corporation then to such company or corporation and their successors or assigns, with full benefit and enjoyment of all rights, powers, authorities, advantages, and privileges given to or conferred upon the Company by any Act or Acts of Parliament or otherwise howsoever, and to empower such purchaser or purchasers, transferee or transferees, as the case may be, to receive, take, and enjoy all tolls, rates, rents, charges, fines, and penalties in all respects as the Company were authorised to do, and generally to stand in the place of the Company.

To incorporate the purchasers into a new Company, with all usual and necessary powers, including powers to borrow money.

To alter and revise or to provide for the alteration and revision of the tolls, rates, and duties now leviable on or in respect of the said canal, and to enable the purchasers to levy new tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties.

To make provision for the application of the proceeds of the sale of the canal and of the lands, houses, locks, reservoirs, basins, chattels, rights of way, navigable communication, and other property of the Company as assets of the Company.

To authorise the winding-up of the Company's affairs, and the ultimate dissolution of the Company on the completion of such sale or transfer as aforesaid, or upon the final distribution of the Company's assets, under the provisions of "The Companies Acts, 1862 and 1867," relating to the winding-up of companies, or as may be provided in the intended Act.

To empower the purchaser or purchasers of the canal, if they think fit, to close for traffic the branch canal, called and known as the Longcote branch, situate in the parish of Shrivenham, in the county of Berks, and to discontinue the pre-

serving, maintaining, and using of such branch canal and works connected therewith, and all rights of way, liberties, easements, and all other rights and privileges connected with such branch canal.

To make provision for the sale by the purchaser or purchasers of the site of such branch canal, and the lands, wharves, rights of way, liberties, easements, and all other rights and privileges connected therewith or belonging thereto, and to provide for the application of the moneys arising from such sale, and to repeal wholly or partially section 162 of the Company's Act, 1st and 2nd George IV., c. 97.

To vary and extinguish all existing rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer on the Company all other powers which may be necessary, useful, or desirable for giving full effect to the purposes of the intended Act, and to confer other rights and privileges.

To confirm any agreement or agreements already made or to be made relating to the matters aforesaid or any of them.

To authorise and empower the Company to make compensation to their officers for loss of office.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

To amend, enlarge, or repeal the following local and personal Acts relating to the Company, videlicet:—An Act passed in the first and second years of the reign of his late Majesty King George the Fourth, intituled "An Act for incorporating the Company of Proprietors of the North Wilts Canal Navigation with the Company of Proprietors of the Wilts and Berks Canal Navigation, and for repealing the several Acts passed for making and maintaining the said canals, and for consolidating the powers and provisions thereof in one Act of Parliament." And also an Act passed in the fifth and sixth years of the reign of his late Majesty King William the Fourth, intituled "An Act for consolidating the shares in the Wilts and Berks Canal Navigation, and for extending the powers of the Act of Incorporation of the Company of Proprietors of the said canal."

On or before the 21st day of December next, 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.

Dated this 8th day of November, 1875.

*Henry Crowdy Crowdy*, Highworth, Wilts,  
and

*Fox and Whittuck*, 35, Corn-street, Bristol;  
Solicitors for the Bill.

*Martin and Leslie*, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament.

Session 1876.

Littlehampton Water.

(Incorporation of Company. Construction of Works and supply of Water to the Parishes of Leominster, or Lymminster, Rustington and Littlehampton. Compulsory purchase of Lands. Power to levy Rates, Tolls, &c. Power to Local Boards to contribute.)

**N**OTICE is hereby given that application is intended to be made to Parliament during the ensuing Session for a Bill to incorporate a Company to be called The Littlehampton Water Company (hereinafter referred to as "the Company") and to enable the Company to construct

works for the purpose of supplying and to supply with water the inhabitants of the parishes of Leominster or Lyminster, Rustington, and Littlehampton, all in the county of Sussex, and for the purposes of such supply to confer upon the Company the following powers or some of them, viz. :—

To make and maintain the following works or some or one of them, all in the county of Sussex, with all necessary sluices, embankments, gauge weirs, overfalls, bridges, drains, aqueducts, filter beds, main pipes, engines, tunnels, roads, approaches, and other works connected therewith, viz. :—

1. A well or shaft, with engines or other works, which will be situate at or near a point 10 yards or thereabouts north of Knucker or Knuckle Hole in or upon a field in the parish of Leominster or Lyminster, belonging or reputed to belong to His Grace the Duke of Norfolk, and in the occupation of William Duke.
2. A conduit or line of pipes commencing at the said well or shaft firstly hereinbefore described and terminating in the parish of Littlehampton in a service reservoir next hereinafter described, which said conduit or line of pipes will pass from, through, or into the following parishes—Leominster, or Lyminster, Rustington, and Littlehampton, or some or one of them, all in the county of Sussex.
3. A service tank or reservoir, with valve-house, tower, buildings and accessories, to be wholly situate in the parish of Littlehampton in the county of Sussex, in or near to the north-west corner of a field belonging or reputed to belong to His Grace the Duke of Norfolk, situate on the north side of Burry or Berry-lane, at or near its junction with the Norfolk-road, which said field is numbered 209 on the tithe map of the said parish.
4. A conduit or line of pipes wholly in the parish of Littlehampton, in the county of Sussex, commencing at the said reservoir and terminating at the southern end of Norfolk-terrace.

All the above works will be made or will pass within, from, or into, and the lands and houses which will or may be taken are situate in, the parishes of Leominster or Lyminster, Rustington, and Littlehampton, in the county of Sussex.

The Bill will confer the following powers, or some of them :—

To enable the Company to cross, divert, stop up, raise, lower, break up, or interfere with any turnpike or other road, highway, footpath, railway, sewer, stream, bridge, or place within the said parishes and places, and to lay down pipes, aqueducts, and conduits in, through, and under the same. To purchase by compulsion or agreement or to take on lease all such lands, houses, streams, springs of water, and hereditaments, as may be necessary or desirable for the construction, maintenance, and use of the said works or any of them, or for the supplying the inhabitants of the said parishes and places with water, to levy rates or rents for the supply of water, and to confer exemptions from the payment of such rates or rents, and to confer, vary, or extinguish other rights and privileges, and to enable the Local Board of Littlehampton to contribute towards the construction of the said works.

And it is intended 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 Water Works Clauses Act, 1847, and 1863; The Railways Clauses Consolidation Act, 1845, or some parts thereof respectively.

Duplicate plans and sections describing the lines, situation, and levels of the said proposed works, and the lands and houses which may be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands and houses, and a copy of this notice, 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 Sussex, at his office at Lewes, 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 of the parishes in or through which the said works are intended to be made or property to be taken is 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 parish clerk of some adjoining parish at his residence.

On or before the 21st day of December next printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1875.

*Richard Dickson*, 43, Bedford-row, London,  
Solicitor for the Bill.

*S. E. Pollard*, 11, Little Queen-street,  
Westminster, Parliamentary Agent.

In Parliament.—Session 1876.

West Riding and Lancashire Railways.

(Incorporation of Company for making Railways between Manchester and the Halifax, Thornton, and Keighley, the Bradford and Thornton, the Midland, and Oldham, Ashton-under-Lyne and Guide Bridge Junction Railways, and to Huddersfield; Powers to Great Northern, Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies; Powers over parts of the Manchester, Sheffield, and Lincolnshire and London and North-Western Railways; also over the Halifax, Thornton, and Keighley Railways, and part of the Bradford and Thornton Railways; Powers to Great Northern, and to the Manchester, Sheffield, and Lincolnshire and Midland Railway Companies, as to the two last-named Companies, or either of them, becoming joint owners of, or having an interest in the Halifax, Thornton, and Keighley, and Bradford and Thornton Railways; Amendment of Acts.)

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

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

Railway No. 1.

A Railway commencing at Openshaw, in the parish of Manchester, by a junction with the main line of the Manchester, Sheffield, and Lincolnshire Railway, at a point 337 yards or thereabouts east of the junction of

the Manchester and Stockport Railway (belonging to the Midland and Manchester, Sheffield, and Lincolnshire Railway Companies) with the main line of the Manchester, Sheffield, and Lincolnshire Railway Company, and passing through the several parishes, townships, and places following, or some of them (that is to say):—Manchester, Openshaw, Droylsden, Newton, Ashton, Ashton-under-Lyne, Audenshaw, Failsforth, Chadderton, Knott Lanes, Oldham-below-Town, Oldham, Oldham-above-Town, Prestwich-cum-Oldham, Leyton, Royton, Crompton, Shaw, Haugh, Butterworth, Butterworth Hall, Bleakedgate-cum-Roughbank, Saddleworth, Rochdale, Bleakedgate Moor, Windy-hills, all in the county of Lancaster; Axletree Edge, Rookstones, Hill, Moss Moor, Linsgreave Brink, Great Wolden Edge, Oxygrains Bridge, Rishworth, Castle Dean, Booth Moor, Rishworth Moor, Hell Band, Moselden Pasture, Booth Bridge, Turner Wood, Esther Cliff, Barkisland, Ringstone Edge Moor, Ripponden, Greetland, Elland-cum-Greetland, Greetland Moor, North Dean, Copley, Skircoat, Skircoat Moor, Halifax. Shroggs Wood, Wheatley, Wheatley Edge, Ovenden, Ovenden Cross, Shaw Lane, Northowram, South Cliff, and Holdsworth, all in the West Riding of the county of York, and terminating by a junction with the authorised Halifax, Thornton, and Keighley Railways, at a point 400 yards or thereabouts, north-east of the bridge (already constructed), carrying the public highway from Holmefield Mill, at Little-moor, to Holdsworth, over the Halifax, Thornton, and Keighley Railways, in the parish of Halifax, in the West Riding of the county of York.

#### Railway No. 2.

A railway to be wholly situate in the township of Horton, in the parish of Bradford, in the West Riding of the County of York, commencing by a junction with the main line of the authorised Bradford and Thornton Railways at a point 70 yards or thereabouts east of the bridge now being constructed for carrying the Leeds and Halifax Turnpike-road over the main line of the said Bradford and Thornton Railways, and terminating by a junction with Railway No. 2 of the Bradford and Thornton Railways at the south side of the bridge carrying Legram's-lane over that railway.

#### Railway No. 3.

A railway commencing by a junction with the said railway No. 2 of the Bradford and Thornton Railways at a point being 62 yards or thereabouts north-east from the northernmost corner of the Manningham Sock Mill and 243 yards or thereabouts west of the junction of Thornton-road with Preston-street, in the township of Manningham and parish of Bradford, and terminating in the township and parish of Bradford, by a junction with the Midland Railway at a point thereon 250 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; Railway No. 3 will pass through or into the townships of Manningham and Bradford, and will be wholly situate in the parish of Bradford.

#### Railway No. 4.

A railway commencing in the township and parish of Bradford by a junction with the proposed Railway No. 3, at a point 70 yards or thereabouts east of the east side of Manningham-lane and 60 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 100 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. The said Railway No. 4 will pass through or into the townships of Bradford and Manningham, and will be wholly situate in the parish of Bradford.

#### Railway No. 5.

A branch railway commencing in the township of Gorton and parish of Manchester, by a junction with the Manchester and Stockport Railway at a point 300 yards or thereabouts south-east of the bridge carrying the Gorton Old-road over that railway, and terminating in the township of Openshaw and parish of Manchester by a junction with the proposed Railway No. 1, at a point 117 yards or thereabouts south of the Ashton-road, and 130 yards or thereabouts west of Wellington-street. Railway No. 5 will be wholly in the townships of Gorton and Openshaw in the parish of Manchester.

#### Railway No. 6.

A railway commencing in the township of Oldham and parish of Prestwich-cum-Oldham, by a junction with the proposed Railway No. 1, at a point 210 yards or thereabouts north-west of Honeywell-lane, and 100 yards or thereabouts south-west of the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway, and terminating by a junction with the said Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway at a point 10 yards or thereabouts on the south side of the bridge carrying the Park-road over the said last-mentioned railway. Railway No. 6 will be wholly situate in the township of Oldham and the parish of Prestwich-cum-Oldham, in the county of Lancaster.

#### Railway No. 7.

A railway, commencing by a junction with the proposed Railway No. 1 at a point 10 yards or thereabouts north of Potter's-lane and 357 yards or thereabouts from the junction of that lane with Egerton-street, and terminating by a junction with the Lancashire and Yorkshire Railway at a point thereon 40 yards or thereabouts south of the junction of the Royton Branch Railway with the said Lancashire and Yorkshire Railway. Railway No. 7 will be wholly situate in the said township of Oldham and the said parish of Prestwich-cum-Oldham.

#### Railway No. 8.

A railway (to be wholly situate in the said last-mentioned township and parish) commencing by a junction with the Lancashire and Yorkshire Railway, at a point thereon about 433 yards south from the junction of the Royton Branch Railway with the Lancashire and Yorkshire Railway, and terminating by a junction with the proposed Railway No. 1, at a point about 245 yards

east of the junction of the Royton Branch Railway with the Lancashire and Yorkshire Railway.

Railway No. 9.

A railway commencing by a junction with the proposed Railway No. 1 in the township of Elland-cum-Greetland, in the parish of Halifax, about 25 yards north of the Blackstone Edge Trust Turnpike-road, and 80 yards west from Moorbottom-lane, and near to Crawstone Rock, passing thence through or into the several parishes, townships, and places following, or some of them (that is to say):—Halifax, Elland-cum-Greetland, Greetland, Elland, Lindwell, Brow Bridge, Town Fields, Ainley Bottom, Fixby, Longwood, Lindley, Huddersfield, and Lindley-cum-Quarby, all in the West Riding of the county of York, and terminating at or near the north side of Beaumont-street, and 170 yards west from the junction of Beaumont-street with the Leeds-road in the township and parish of Huddersfield.

Railway No. 10.

A short branch commencing by a junction with the proposed Railway No. 9, at or near the east side of the Wibsey Low Moor, and Huddersfield turnpike-road, and 120 yards or thereabouts south from the point where the public road leading from Sheepridge to Hill House crosses the above-mentioned turnpike-road, and terminating by a junction with the London and North-Western Railway at a point about 80 yards south-west of the bridge carrying that railway over Hill House-lane. Railway No. 10 will be wholly situate in the township and parish of Huddersfield.

Railway No. 11.

A short branch commencing by a junction with the proposed Railway No. 1, at a point about 50 yards north of Scholes-lane, and 500 yards east from the junction of Scholes-lane with Moor Bottom-lane, and terminating by a junction with the proposed Railway No. 9 at a point 117 yards or thereabouts north from the Barkisland and Elland Branch of the Huddersfield and New Hey Trust and 347 yards west from Brow-bridge. Railway No. 11 will be wholly situate in the township of Elland-cum-Greetland and the parish of Halifax.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, tramways, railways, drains, sewers, pipes, navigations, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway both vertically and horizontally to any extent which may be necessary or expedient, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges, and particularly to stop up and appropriate for the purposes of the Company the following streets, or parts of streets, in the township of Oldham and parish of Prestwich-cum-Oldham, namely:—

(a.) So much of Bow-street as lies between the western corner of Flat Top Mill and its junction with Yorkshire-street, near the junction of Waterlow-road with the last-mentioned street.

(b.) Also a street running north and south across the western end of Back-street, commencing at Yorkshire-street, opposite

Horsedge-street, crossing Bow-street, and terminating at its junction with Union-street, about 110 yards east of Waterloo-road.

(c.) Also a street called Back-street, lying between Bow-street, and Yorkshire-street.

And also to stop up and appropriate as aforesaid:

(d.) So much of Swires-road, in the township and parish of Halifax, as lies between the northern end of Arden-road and a point in Swires-road 173 yards or thereabouts east from its junction with Arden-road.

3. To enable the Company to purchase so much of any property as they may require for the purposes of the Bill without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

4. To authorise the Great Northern, the Manchester, Sheffield, and Lincolnshire, and the Midland Railway Companies, or any or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and if necessary out of the capital to be raised by them respectively under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest and other advantage over their respective existing and authorised capitals, and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof, or upon the mortgage debt of the Company, and to appoint Directors of the Company.

5. To enable the Company on the one hand, and the Great Northern, the Manchester, Sheffield, and Lincolnshire and the Midland Railway Companies, or any or either of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement which previously to the passing of the Bill may be made touching any of the matters aforesaid.

6. To enable the Company and all Companies and persons lawfully using the railways of the Company to run over and use with their engines and carriages of whatever description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say):—

So much of the Manchester, Sheffield, and Lincolnshire Railway and of the London and North-Western Railway as will be situate between the proposed junction of Railway No. 1 with the said Manchester,

Sheffield, and Lincolnshire Railway and the Manchester Station of the Manchester, Sheffield, and Lincolnshire Railway Company, including the use of that station.

So much of the authorised line of the Midland Railway Company as will be situate between so much of the before-mentioned portion of the said Manchester, Sheffield, and Lincolnshire Railway and the Manchester Station of the Midland Railway Company, including the use of that station.

The Halifax, Thornton, and Keighley Railways.

So much of the main line of the Bradford and Thornton Railways as will be situate between Thornton and the junction of the proposed Railway No. 2 with the said main line.

So much of the Bradford and Thornton Railways No. 2 as will be situate between the proposed junctions therewith of Railways Nos. 2 and 3.

7. To require the Companies or persons, owning or working the said railways or undertakings respectively, to receive, book through, forward, accommodate, and deliver on and from the same and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration or as may be defined by the Bill; and if need be to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

8. The Bill will or may authorise the Great Northern, the Manchester, Sheffield, and Lincolnshire, and the Midland Railway Companies, or any or either of those Companies, to execute the works hereinbefore described, and to exercise the powers hereinbefore specified, instead of the Company to be incorporated by the Bill, or it may authorise the said three Companies, or any or either of them, to execute the said works and to exercise the said powers jointly with the Company in such proportions and upon such conditions and subject to such restrictions as the Bill may define.

9. The Bill will or may further authorise the Great Northern Railway Company on the one hand, and the Manchester, Sheffield, and Lincolnshire Railway Company and the Midland Railway Company, or either of those Companies on the other hand, to enter into and carry into effect agreements for and with reference to the Manchester, Sheffield, and Lincolnshire Railway Company, and the Midland Railway Company, or either of the last-named Companies becoming joint owners with the Great Northern Railway Company of all or of any part or parts of the Halifax, Thornton, and Keighley Railways and of the Bradford and Thornton Railways, or as to the Manchester, Sheffield, and Lincolnshire Railway Company and the Midland Railway Company, or either of those Companies, subscribing to and acquiring an interest in those respective undertakings, or one of them, or any part or parts thereof respectively, and the Bill will or may for the before-mentioned purposes authorise the Manchester, Sheffield, and Lincolnshire Railway Company and the Midland Railway Company, or either of those Companies, to exercise similar powers as to raising money as are hereinbefore mentioned with reference to any contributions which may be made

by them respectively towards the cost of the proposed railways.

10. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of (amongst other Acts) the following, namely the 9 and 10 Vict., cap. 71, 34 and 35 Vict., caps. 162 and 169, 35 and 36 Vict., cap. 167, 36 and 37 Vict., caps. 90, 208, and 220, and any other Acts relating to the Great Northern Railway Company, the 12 and 13 Vict., cap. 81, 35 and 36 Vict., cap. 178, and 36 and 37 Vict., cap. 77, and any other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; the 7 and 8 Vict., caps. 18 and 59, and any other Acts relating to the Midland Railway Company, and also of all such other Acts as may be necessary for any of the purposes of the Bill.

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

12. 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, 1875.

*Barr, Nelson, and Barr*, Solicitors, 4, South-parade, Leeds.

In Parliament—Session 1876.

Whitehaven, Cleator, and Egremont Railway. (New Railways; Branches and Extensions; Purchase of Lands; Power to levy Tolls and Rates; Agreements and Traffic Arrangements with the London and North-Western Railway Company, the Furness Railway Company, the Maryport and Carlisle Railway Company, and the Whitehaven Town and Harbour Trustees; Running and Working Powers over portions of Undertaking of London and North-Western Railway Company in Cumberland; Traffic Facilities and Further Powers; Additional Capital; Repeal and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Whitehaven, Cleator, and Egremont Railway Company (hereinafter called

“the Company”), for an Act for the following purposes, or some of them (that is to say):

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

A railway, No. 1 (to be called the “Mowbray Branch”), to be situate wholly in the township of Frizington, and parish of Arlecdon, in the county of Cumberland, commencing by a junction with the existing railway of the Company in the said township, at a point thereon five chains or thereabouts measured in a westerly direction from the first bridge over that railway north-east of the Frizington Passenger-station of the Company; and terminating on the east side of the public road leading from Cleator to Lamplugh, at or near the western fence of a field belonging to the trustees of James Robertson Walker, deceased, occupied by Samuel Whya, and numbered 200 on the ordnance map of the said parish, at a point 32 yards or thereabouts measured northwards along the said fence from the south-west corner of the said field.

A railway, No. 2 (to be called the “Moss Bay Extension”), commencing in the parish of Distington, in the county of Cumberland, at and by a junction with the Gilgarran Branch Railway of the Company, authorised and described by the Whitehaven, Cleator, and Egremont Railway Act, 1875, at a point thereon 7 chains and 10 yards or thereabouts measured in a north-easterly direction from a coal pitstead of the Gilgarran Coal Company Limited, situate in a field, numbered 354 on the ordnance map of the said parish of Distington, belonging to the trustees of James Robertson Walker, deceased, and occupied by Mrs. Katherine Robertson Walker; and will pass in, from, through, or into, or be situate within the several parishes, townships, and places of Distington, Workington, Winscales, and Harrington, or some of them, all in the said county; and terminating in the said parish of Workington, near the Moss Bay and Derwent blast furnaces by a junction with the railway of the London and North-Western Railway Company (hereinafter called the “North-Western Company”), at a point 90 yards or thereabouts measured along that railway in a southerly direction from the mile-post thereon denoting six miles from Whitehaven.

A railway, No. 3 (to be called the “Moss Bay Branch”), to be situate wholly in the parish of Workington aforesaid, commencing at and by a junction with the said intended Railway No. 2 in a field belonging to Henry Fraser Curwen, Esquire, occupied by Shepherd Sewell, and numbered 448 on the ordnance map of the parish of Workington aforesaid, at a point in the said field 67 yards or thereabouts measured due south from the northern fence thereof, such point being 144 yards or thereabouts measured in a south-easterly direction from the north-west corner of the same field; and terminating at or near the boundary fence which separates the Moss Bay Hematite Iron Company's works from the Derwent Hematite Iron Company's works, in the same parish, at a point 22 yards or thereabouts measured in a westerly direction from the end of the south-west wing of the occupation bridge under the railway of the North-Western Company, connecting the lands numbered 71 and 418 on the ordnance map of the said parish of Workington.

A railway, No. 4 (to be called the “Harrington Branch”), commencing in the said parish of Workington, at and by a junction with the said intended Railway No. 2, in a field belonging to Henry Fraser Curwen, Esquire, occupied by

Shepherd Sewell, and numbered 418 on the ordnance map of the said parish, at a point in the said field 18 yards or thereabouts measured due south from the northern fence thereof, such point being 27 yards or thereabouts measured in a south easterly direction from the north-west corner of the same field; and will pass from, through, or into, or be situate within the several parishes, townships, or places of Workington, Harrington, and Harrington Harbour, or some of them, all in the said county; and terminating by a junction with the railway or tramway of Messrs. James Bain and Company, on the north side or north quay of the harbour of Harrington, in the parish of Harrington, in the said county, at a point thereon 45 yards or thereabouts measured in an easterly direction from the south-east corner of the boundary wall of the yard belonging to Henry Fraser Curwen, Esquire, occupied by Messrs. James Bain and Company, near Harrington Harbour aforesaid, and which yard is numbered 546 on the ordnance map of the said parish of Workington.

A railway, No. 5 (to be called the “Workington Extension”), to be situate wholly in the parish of Workington aforesaid, commencing at and by a junction with the said intended Railway No. 2, in a field belonging to Henry Fraser Curwen, Esquire, occupied by Shepherd Sewell, and numbered 418 on the ordnance map of that parish, at a point in the said field 18 yards or thereabouts measured due south from the northern fence thereof, such point being 27 yards or thereabouts measured in a south-easterly direction from the north-west corner of the same field; and terminating at and by a junction with the main line of railway of the North-Western Company at or near the south-east end of the Workington passenger station of that Company.

A railway, No. 6 (to be called the “Whitehaven Branch”), commencing in the parish of Distington aforesaid, at and by a junction with the said intended Railway No. 2, in a field belonging or reputed to belong to Joseph Hall, occupied by Martha Stewart, and numbered 14 on the ordnance map of that parish, at or near the fence which separates that field from the public road leading from Whitehaven to Workington, at a point 40 yards or thereabouts measured along the said fence in a northerly direction from the south-east corner of the said field, and will pass from, through, or into, or be situate within the several parishes or townships of Distington, Harrington, Moresby, and Parton, or some of them, all in the county of Cumberland, and terminating in the township of Parton, in the parish of Moresby aforesaid, at and by a junction with the main line of railway of the North-Western Company, at or near the north-east end of the passenger station of that Company, at Parton aforesaid.

To empower the Company to purchase and take by compulsion or by agreement lands, houses, and other property in all or some of the parishes, townships, and places aforesaid, or rights and easements over lands and houses, without acquiring the freehold thereof, for the purposes of the intended railways and works; and to vary or extinguish all rights and privileges connected with, or appurtenant to, the lands, houses, and other property so to be purchased or taken.

To empower the Company to levy tolls, rates, duties, and charges for, or in respect of, the intended railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, duties, and charges; and to cross, stop up, remove, alter, or divert, either temporarily or permanently, all such turnpike roads, highways,

streets, and other roads, footpaths, railways, tramways, sidings, passages and places, bridges, rivers, streams, canals, waters, watercourses, sewers, drains, pipes, buildings, telegraph wires, and apparatus and works of any description as may be necessary or convenient in executing the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company and the purposes of their undertaking.

To empower the Company to make lateral and vertical deviations from the lines and levels of the intended railways and works, as shown on the plans and sections hereinafter referred to and mentioned, to such extent within the defined limits or otherwise as may be prescribed by the intended Act.

To authorize and enable the Company to increase their capital and to raise further sums of money for the purposes of the intended Act, by the creation and issue of new shares or stock in their undertaking, either with or without any preference or priority in the payment of dividends or interest, and with other rights or privileges attached thereto; and by borrowing on mortgage or bond, or by some of such means; and also to empower the Company to apply to all or any of the said purposes any capital or funds now belonging to them, or hereafter to belong to them, or under the control of their directors; and to confer, vary, and extinguish all existing rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed by the intended Act to authorize the Company to run over, work over, and use with their engines and carriages of every description, and with their officers and servants so much of the undertaking of the North-Western Company as extends from Workington and the passenger station at Workington to the Harbour of Workington and the dock, blast furnaces, and ironworks, in the parish of Camerton, and to the town and harbour of Maryport, the town and harbour of Harrington, and the port, harbour, and town of Whitehaven respectively, and from the proposed junction of the said intended Railway No. 6, at or near Parton aforesaid, to Bransty Station, and to the docks at Whitehaven, all in the county of Cumberland, including the stations and sidings at Workington, Moss Bay, Harrington, Parton, Bransty, and Whitehaven, and all other the stations, watering places, booking offices, warehouses, wharves, sidings, works and conveniences connected with the said portion of the North-Western Company's Railway, and the lines so to be run over and used as aforesaid, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or failing agreement, as may be provided by or under the provisions of the intended Act.

And it is proposed to empower the Company, and the North-Western Company, the Furness Railway Company, the Maryport and Carlisle Railway Company, and the trustees of the port, harbour, and town of Whitehaven, or any or either of them respectively, to enter into and carry into effect agreements, contracts, or arrangements with reference to the conducting and working of the traffic on their respective railways in the county of Cumberland, and for the transmission of the traffic to or from or over the several railways of the said Companies and trustees in that county, and for affording facilities for the reception and transmission of such traffic, and as to the levying, fixing, receipt, division, and apportionment of tolls, rates, and charges in respect of such traffic; and to confirm or amend, and give effect to

any agreements or arrangements made or entered into, or which, prior to the passing of the intended Act, may be made or entered into, between the Company and the North-Western Company, or between the Company and the Furness Railway Company, or between the Company and the Maryport and Carlisle Railway Company, or between the Company and the said trustees, with reference to any of the said matters or any of the objects or purposes of the intended Act.

To empower the Company to purchase, by compulsion or otherwise, such part or parts of any property as they may require for the purposes of the intended Act, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845," and for such purpose to amend the provisions of that Act.

To amend or repeal the 34th section of "The Whitehaven, Cleator, and Egremont Railway Act, 1875."

And it is proposed to incorporate in the intended Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Arbitration Act, 1859;" and any other Acts applicable to any of the purposes before mentioned; and to alter, amend, extend, or repeal (or if deemed expedient to consolidate and to re-enact, with such alterations and additions as may be requisite), all or some of the powers and provisions of the several local and personal Acts and Certificates of the Board of Trade, relating to the Company (that is to say), 17 Victoria, cap. 64; 20 Victoria, cap. 3; 24 Victoria, cap. 62; 26 Victoria, cap. 64; 28 Victoria, cap. 86; 29 and 30 Victoria, cap. 132; and 38 and 39 Victoria, cap. 191; and the Whitehaven, Cleator, and Egremont Railway (Winder Deviation) Certificate, 1872, and the Whitehaven, Cleator, and Egremont Railway (Additional Capital) Certificates, 1866, 1871, 1873, and 1875; and to alter, amend, extend, or repeal all or some of the powers and provisions of the Whitehaven Dock and Railways Act, 1871, the London and North-Western Railway (Cockermouth and Workington Railway Transfer) Act, 1866, and the London and North-Western Railway (Whitehaven Railway Transfer) Act, 1866, and all other Acts relating to the North-Western Company; the Furness Railway (Whitehaven Amalgamation) Act, 1866, and all other Acts relating to the Furness Railway Company; and the Maryport and Carlisle Railway Act, 1865, and all other Acts relating to the Maryport and Carlisle Railway Company; so far as the said Acts, or any of them, relate to such portions of the several and respective undertakings of the said Companies, or any of them, as are situate within the western division of the county of Cumberland.

And notice is hereby also given, that on or before the 30th day of November instant, duplicate plans and sections of the intended railways and works, showing the lands, houses, and property which may be taken under the compulsory powers of the intended Act, and 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 property, together with an ordnance or published map, with the line of each of the proposed railways delineated thereon, showing the general course and direction of the same, 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 Cumberland, at his office, in Carlisle, in that county. And on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said intended railways and works are proposed to be made, or within which the lands, houses, and property proposed to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited as follows (that is to say): in the case of a parish, with the parish clerk of such parish at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 10th day of November, 1875.

*J. Musgrave*, Whitehaven, Solicitor.

*S. H. Lewin*, 23, King-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1876.

Merthyr Tydfil and Rhondda Valley Junction Railway.

(Incorporation of Company; Power to construct Railways from the Rhondda Valley and Hirwain Junction Railway to join the Brecon and Merthyr Tydfil Junction Railway; Traffic Agreements; Running Powers over Rhondda Valley and Hirwain Junction Railway, and portion of Brecon and Merthyr Tydfil Junction Railway; 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 all or some of the following 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 railways hereinafter mentioned, or one of them, or any part or parts thereof, together with stations, sidings, junctions, approaches, bridges, and all proper works and conveniences connected therewith (that is to say):

A Railway No. 1, commencing in the parish of Ystrad-y-Fodwg, in the county of Glamorgan, by a junction with the Rhondda Valley and Hirwain Junction Railway, at a point in the said railway one furlong and one chain, or thereabouts, to the south of the bridge carrying the said railway over the Rhondda, passing thencefrom, through, or into the several parishes, townships, and places of Ystrad-y-Fodwg, Rhigos, Aberdare, Merthyr, Merthyr-y-Tydfil, Garth, Hoelwermood, Cefn-forest, Gellydeg, Taff and Cynon, all in the county of Glamorgan and Penderyn, and Vaynor, otherwise Faenor, in the county of Brecon, and terminating by a junction with the Brecon and Merthyr Tydfil Junction Railway, at a point at or near the distance signal post on the south-east side of the Cefn Cood Railway Station of that Railway, in the parish of Merthyr Tydfil, in the county of Glamorgan.

A Railway, No. 2, commencing in the parish of Ystrad-y-Fodwg, by a junction with the intended Railway No. 1, in a field, the property of the Baroness Windsor, and in the occupation of William Powell, abutting

upon the turnpike road leading from Neath to Aberdare, and at a point therein, 20 chains or thereabouts south-east of the Hirwain Common toll-gate, and terminating by a junction with the railway known as the Pond Railway, belonging to the trustees of the Marquis of Bute, and in the occupation of the Aberdare Rhondda Colliery Company, at a point thereon 14 chains or thereabouts north-west of the turnpike-road leading from Neath to Aberdare, in the parish of Ystrad-y-Fodwg, such railway being wholly situate in the parishes or places of Ystrad-y-Fodwg, Aberdare, and Rhigos, all in the county of Glamorgan.

To authorise the Company to purchase by compulsion, lands, houses, and property, for the purposes of the intended railways and works in any of the parishes or places aforesaid, and to purchase lands by agreement; to levy rates, tolls, and duties for the use of the railways and works; to stop up, remove, alter, or divert, railways, canals, rivers, streams, bridges, sewers, drains, and pipes, buildings, erections, or works, which it may be necessary to stop up, alter, or divert, for the purposes of the intended Act.

To authorise the Company and the Brecon and Merthyr Tydfil Junction Railway Company, the Mid-Wales Railway Company, the Rhondda Valley and Hirwain Junction Railway Company, or either of them, to enter into traffic arrangements for the working and maintenance by the three last-mentioned companies, or either of them, of the intended railways, or either of them, and to authorise the Company or any company lawfully working or using their railway, to enter into traffic arrangements with the Rhondda Valley and Hirwain Junction Railway Company for the working of the railway of that company by the Company or any such company lawfully working or using their railway.

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

To authorise the Company and all Companies and persons lawfully using their railways, or either of them, to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon terms, tolls, and conditions, and other regulations to be agreed upon, or settled by arbitration, or by the Board of Trade in case of dispute, the following railway and portion of railway—that is to say—The Hirwain and Rhondda Valley Junction Railway, and so much of the Railway of the Brecon and Merthyr Tydfil Junction Railway Company as lies between the termination of the intended Railway No. 1 and the Merthyr station of that Company, together with the use of the station and the booking offices, buildings, sidings, platforms, roads, works, and conveniences connected with such railway and portion of railway, and to levy and collect tolls, rates, and charges in respect of traffic carried over the said railway and portion of railway and works.

To alter, amend, extend, or enlarge, or to repeal some or any of the provisions of the several local and personal Acts following, that is to say, the Act 22 and 23 Vict., cap. 68, and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company, the Mid-Wales Railway Act, 1859, and all other Acts relating to the Mid-Wales Railway Company, the Rhondda Valley and Hirwain Junction Railway Act, 1867, and the Rhondda Valley and Hirwain Junction Railway Act, 1872.

And notice is hereby also given, that plans and sections of the proposed railways and works, with a book of reference to such plans, and an Ordnance map with the line of the proposed railways delineated thereon, and a copy of this notice, as published in the "London Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Glamorgan, at his office, at Cardiff, in that county, and also with the clerk of the peace for the county of Brecon, at his office, in Brecon, in that county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the 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 21st day of December next.

Dated this 9th day of November, 1875.

*S. F. and H. Noyes*, 1, Broad Sanctuary, Westminster, Solicitors for the Bill.

In Parliament.—Session 1876.

Whitehaven Harbour and Town Improvement. (Extension of time for completion of Dock and Harbour Works: Alteration of tolls, rates, dues, duties, and charges: Power to Trustees to levy tolls, rates, &c.: To raise further money: To sell superfluous Land and Buildings: To take Further Supply of Water from Ennerdale Lake: To extend Limits and Powers of Trustees to Supply Water: Further Powers with reference to Police and Sanitary Matters: Agreements as to use of Railways: Repeal and Amendment of Acts, and other purposes.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Trustees of the port, harbour, and town of Whitehaven (herein called the Trustees) for a Bill (herein referred to as "The Bill") for all or some of the following purposes (that is to say):—

To extend the time limited for the compulsory purchase of lands, and for the completion of the Works authorised by "the Whitehaven Dock and Railways Act, 1871" (herein referred to as the Act of 1871).

To enable the trustees to hire, purchase, or provide, and to hold and use steam-tugs, dredgers, machines, boats, and all other usual appliances and conveniences in connection with the port, harbour, and dock of Whitehaven, and to license such steam-tugs, and for such purposes to raise money, and to apply any of their moneys now authorised, or to be authorised to be raised by the Bill for harbour purposes, towards the payment of debts incurred by them in providing tug boats, or other conveniences and appliances at, and in connection with, the said port, harbour, and dock.

To empower the trustees to make all necessary regulations and charges for extinguishing fires that may take place in the harbour or town of Whitehaven, or at any place or places within their limits and jurisdiction.

To provide and use, and also to lease or grant

the use and occupation of any warehouses, buildings, cranes, machines, depôts, wharves, yards, steam-tugs, dredgers, and appliances and conveniences for the harbour and dock, and fire engines, fire escapes, and machinery for the harbour and town, for such periods, and on such terms and conditions as the trustees may think fit, or as may be provided by the Bill.

To enable the trustees to expend further sums of money in the construction of the dock, railways, and works authorised by the Act of 1871, and to authorise the trustees for such purposes, or any of them, to borrow on mortgage or bond additional sums of money on the security of the property belonging to the trustees in connection with the harbour and dock, and of the tolls, rates, dues, duties, and charges now authorised, or to be authorised by the Bill, for port, harbour, and dock purposes.

To alter and amend or repeal all or some of the provisions of the Twenty-third and Twenty-fourth Sections of the Act of 1871, with reference to tolls, rates, duties, and charges, and to enable the trustees to levy tolls, rates, duties, and charges on all or any traffic on the railways authorised by that Act, in addition to the tolls, rates, and duties payable in respect of the Whitehaven harbour, dock, and railways.

To authorise and enable the trustees to enter into contracts and arrangements with the Whitehaven, Cleator and Egremont Railway Company, or any other Company or Corporation, as to the working and use of the said railways.

To limit the time during which vessels may remain in Whitehaven harbour and dock, and to empower the trustees to make and levy charges on vessels remaining in the harbour or dock beyond the time specified in the Bill.

To repeal, alter, and vary the existing tolls, rates, dues, duties, and charges, and to enable the trustees to levy increased and new tolls, rates, dues, duties, and charges on goods and traffic of every description, and vessels in respect of the port, harbour, and dock of Whitehaven, and in respect of providing and lighting lamps, lighthouses, beacons, and buoys, and for ballast, and for pilotage, and to levy and receive rates and charges for the use of tug-boats, dredgers, and for the use of wharves, warehouses, buildings, depôts, yards and sheds, railways, cranes, machines, and other apparatus, appliances, and conveniences connected with the said port, harbour, and dock, or with the shipping of the said port, and to enable the trustees to supply water to vessels, and to charge and levy toll, rates, and dues for the same respectively.

To repeal or amend the provisions of "the Whitehaven Waterworks Act, 1864," by which the quantity of water to be taken by the trustees from Ennerdale Lake, situated in the township of Ennerdale (otherwise Ennerdale and Kinniside), in the parish of St. Bees, and county of Cumberland, is limited to 1,000,000 gallons per day, and to enable the trustees, by means of their existing works, to take and draw for the supply of water within their prescribed limits, and for the supply to be authorised by the Bill, from the said lake, a quantity of water not exceeding in the whole 1,500,000 gallons per day, or any other quantity as may be provided by the Bill.

The water of the said lake now flows directly or derivatively into the River Ehen, and thence into the sea, at or near to a place called Ehen Foot, in the parish of Saint Bridget, otherwise Saint Bridget's Beckermeth, in the said county of Cumberland.

To empower the trustees to supply water by agreement (beyond the limits prescribed to the trustees for the supply of water) to the owners, lessees, and occupiers of lands, buildings, factories, and other public works, and to Companies, Corporations, Local Boards of Health, Sanitary and other public bodies, urban, rural, or other Authorities, within all or some of the parishes, townships, towns, villages, and places situated on the line of main water pipes of the trustees between Ennerdale Lake and the town of Whitehaven, or in any parishes, townships, towns, villages, or places adjacent to such parishes, townships, and places so situated, and to empower the trustees and such persons, Companies, and other bodies or Authorities, to make and enter into contracts with each other for such supply, and to apply their funds for effecting such purposes, and if need be, to prescribe in the Bill the limits for such supply. The parishes, townships, and places on or adjacent to the main pipes of the trustees between the said lake, and the town of Whitehaven, and places near or adjoining the said town intended to be supplied are the following, or some of them, that is to say: Ennerdale (otherwise Ennerdale and Kinniside), Kinniside, Salter and Eskett, Frizington, Low Keekle, Cleator Moor, Cleator, Scalegill, Moor-row, Bigrigg Moor, Woodend, Egremont, Saint Bees, and the town, township, place, or village, and Abbey of Saint Bees, and all buildings and places in the townships of Preston Quarter, Hensingham, Rottington, and Sandwith, in the parish of Saint Bees, all in the county of Cumberland.

To make all necessary regulations for the supply of water within the prescribed limits, and for the supply to be authorised by the Bill, and for the erection of meters and the prevention of the waste or misuse of water, and to provide for the recovery of penalties with reference to the same.

To alter and amend the qualification of persons entitled to vote on the election of the trustees under the provisions of "the Whitehaven Town and Harbour Act, 1859" (herein referred to as "the Act of 1859.")

To make provision for the prevention of nuisances, annoyances, disturbances, and obstructions, and to prevent obscene language and indecent exhibitions in the streets of Whitehaven, and within the limits and jurisdiction of the trustees.

To extend, enlarge, widen and improve the Town Hall buildings, the Market House, and the streets, lanes, courts, and passages in Whitehaven, and within the limits and jurisdiction of the trustees.

To confer on the said trustees powers for the construction and maintenance of sewers and drains, and for the erection and maintenance of pumps, engines and other apparatus, with reference to sewage, and to enable the trustees to sell or dispose of sewage, by agreement, to any person or persons whomsoever.

To enable the trustees to apply any of their authorised funds and revenues (other than port, harbour and dock funds), towards the objects of the Bill (for other than port, harbour, or dock purposes), and to borrow moneys for the purposes of the Bill, other than as aforesaid, on bond or mortgage, on the security of the property, and of the rates, rents, and revenues, now belonging to, or authorised, or which by the Bill may be authorised to be levied by the trustees, with reference to the supply of water and other town purposes (distinct from harbour purposes), and to alter existing rates, rents, and assess-

ments, authorised to be levied by the trustees for town purposes, and water and other purposes, and to enable the trustees to levy, collect, and recover, within the town and district, within the limits or jurisdiction of the trustees, new or additional rates, rents, and assessments, and rents, and charges, for the purposes of the supply of water (both public and private), and for sewage, and for the other town and sanitary objects of the Bill, all as shall be provided by the Bill.

To establish sinking funds for the extinction of debt, for periods to be specified in the Bill.

To amend the provisions of the Acts relating to the moneys borrowed or authorised to be borrowed by the trustees on bond or mortgage, for whatever purpose, and as to the period for repayment and extinction thereof, and if need be, to enable the trustees to consolidate the moneys borrowed or authorised to be borrowed by them for the time being, and to create debenture stock in lieu of or in substitution thereof.

To confer on the trustees all such powers as are usually conferred by Parliament on harbour and on town authorities, and to enable them to make bye-laws with respect to the good government of the said port, harbour, and dock, and of the town of Whitehaven, and the objects of the Bill, and to impose and enforce penalties by such bye-laws.

To enable the trustees to purchase by agreement, and to hold for any of the objects of the Bill, lands and houses, and easements over land or water, and to sell superfluous lands, houses, and buildings.

To make provision for the payment of the costs of the Bill out of the funds, rates, and revenues of the trustees, applicable to town and harbour purposes respectively, and that either proportionately or entirely out of one or other as the Bill may provide.

To provide for the application of the property, funds and tolls, rates, dues, duties, rents, and charges levied by the trustees, whether for purposes in connection with the town, sanitary, or local purposes, or in connection with the port, harbour, and dock of Whitehaven, and to provide for keeping accounts in connection with such purposes.

To repeal exemptions from tolls, rates, duties, and charges, and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

To alter, amend, extend, or enlarge, or repeal, (or if deemed expedient, to consolidate and re-enact, with such alterations and additions as may be requisite), all or some of the powers and provisions of the several local and personal Acts of Parliament following, relating to the port, harbour, dock, and town of Whitehaven, viz: 7 Anne, cap. 5; 10 Anne, cap. 3; 13 George II., cap. 14; 1 George III., cap. 44; 2 George III., cap. 87; 28 George III., cap. 61; 32 George III., cap. 75; 46 George III., cap. 115; 56 George III., cap. 44; 58 George III., cap. 15; 12 Victoria, cap. 17; 21 Victoria, cap. 2; 27 Victoria, cap. 121; the Act of 1859, and the Act of 1871; and any other Act or Acts relating to the said port, harbour, dock, and town; and also the "Whitehaven, Cleator, and Egremont Railway Act, 1854," relating to the Whitehaven, Cleator, and Egremont Railway Company, and all other Acts relating to that Company; and to incorporate the whole or parts of the following Acts, or some of them, viz.: "the Towns' Improvement Clauses Act, 1847;" "the Towns' Police Clauses

Act, 1847;" "the Harbour, Docks, and Piers Clauses Act, 1847;" "the Artizans Dwellings' Act, 1875;" and "the Public Health Act, 1875."

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1875.

Dated this tenth day of November, 1875.

*Lumb and Howson*, Solicitors, Whitehaven.

*Holmes Anton, Greig, and White*, Parliamentary Agents, 18, Abington-street, Westminster.

In Parliament—Session 1876.

Westerham Valley Railway.

(Incorporation of Company; Power to make Railways from Dunton-green, Kent, to Oxted, Surrey; Compulsory Purchase of Lands, Tolls; Arrangements with the London, Brighton, and South Coast, and South Eastern Railway Companies; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company") for making and maintaining the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz.:

(1.) A Railway, No. 1, commencing in the parish of Otford, in the county of Kent, by a junction with the Sevenoaks and Tunbridge Branch of the South Eastern Railway, at a point distant 32 yards or thereabouts, measured in a northerly direction from the termination of a siding adjacent to the termination of the approach road to the up side of the Dunton-green Station of the said branch railway, and distant 23 yards or thereabouts, measured in a westerly direction, from the western side of the booking-office on the up platform of that station, and terminating in the parish of Westerham, in the said county of Kent, on the eastern side of a public road leading from Westerham to Bromley at a point on the said road 187 yards or thereabouts, measured in a north-easterly direction, from the north-eastern corner of the building called the Girls and Infant National School.

(2.) A Railway, No. 2, commencing at the termination of Railway No. 1 aforesaid and terminating in the parish of Oxted, in the county of Surrey, on lands purchased and fenced off for the purposes of the partly constructed Surrey and Sussex Railway, and now in the occupation of Albert Killick, and on the south side of a public road leading from Oxted parish church to Park Farm, Limpsfield, in the county of Surrey, at a point distant 22 yards or thereabouts, measured in a westerly direction, from the eastern fence of said partly constructed Surrey and Sussex Railway at a point where that fence abuts upon the south side of the said public road, and which said intended railways will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say:—Otford, Chevening, Sundridge otherwise Sundrish, Braested otherwise Brasted, and Westerham, in the county of Kent, and Tatsfield, Titsey, Limpsfield, and Oxted, in the county of Surrey.

To authorise the Company to purchase by compulsion or otherwise all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial, and other places delineated on the plans to be deposited as hereinafter mentioned, and any other lands and

houses which may be required for the purposes of the proposed railways and other works.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed railways and other works, or any or either of them respectively, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over or under, and the deviating, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, rivers, canals, streams, railways, tramroads, bridges, and other works within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up or interfere with by reason of the construction of the intended railways or works, or any of them, or otherwise, for the purposes of the intended Act, and to appropriate the sites thereof respectively to the use of the Company and the purposes of their undertaking.

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

To authorise the Company on the one hand, and the London, Brighton, and South Coast Railway Company and the South Eastern Railway Company, or any or either of them, or any persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by any or either of the contracting Companies or persons of all or any part of the undertaking of the Company, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic of the said undertaking, the payments to be made, and the conditions to be performed, with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies or persons, the levying, fixing, division, and appropriation of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks (whether annual or in gross) to be paid, made, or allowed by any or either of the contracting Companies or persons to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates.

To alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the intended Act, all or some of the several local and personal Acts following, that is to say:—9th and 10th Vic., cap. 283, and any other Act or Acts relating to the London, Brighton, and South Coast Railway Company; 6th and 7th Will. 4, cap. 75, and any other Act or Acts relating to the South Eastern Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate

plans and sections describing the lines, situations, and levels of the proposed railways and other works, and the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees and occupiers of such lands and houses, together with an ordnance or published map, whereon will be delineated the general course and direction of the proposed railways, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions-house, Newington-causeway, in the said county of Surrey; and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county of Kent; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said proposed railways and other works are intended to be made, or within which the said lands, houses and property are situate; and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of each such parish, at his place of abode; and, as regards any extra parochial place, with the clerk of some parish immediately adjoining thereto, at his place of abode.

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

Dated this 19th day of November, 1875.

*Bosworth and Brown*, Westerham, Kent,  
Solicitors for the Bill.

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

In Parliament.—Session 1876.

Halesowen and Bromsgrove Branch Railways.  
(Construction of Deviation Railways and New Lines in the County of Worcester; Relinquishment of portion of Company's Undertaking; Substitution of Level Crossings for Authorised Crossings of Roads; Compulsory Purchase of Lands: Extension of Time for Purchase of Lands and Completion of Works; Additional Capital and Borrowing Powers; Alteration and Re-arrangement of existing Share and Loan Capitals; Constitution of Separate Undertakings; Agreements with the Midland and Great Western Railway Companies; Alteration of existing Agreements; Running Powers over Netherton and Halesowen Branch, and use of Station of Great Western Railway; Power to Levy Rates and Tolls; Provisions for Reducing Quorum of Directors and Change of Company's Name; Incorporation of Acts; Amendment or Repeal of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Halesowen and Bromsgrove Branch Railways Company (hereinafter called "the Company") for an Act to effect all or some of the purposes following, that is to say:

To authorise the construction by the Company of the deviation railways hereinafter mentioned, or one of them, or some part or parts thereof, together with all needful works, stations, sidings, approaches, and conveniences connected therewith respectively, that is to say:

A deviation Railway (No. 1) being a deviation of the Company's Railway A authorised by "The Halesowen and Bromsgrove Branch Rail-

ways Act, 1873" (hereinafter called "the Act of 1873"), and firstly described in the fourth section of that Act, and of the Company's Railway secondly described in the twenty-third section of "The Halesowen and Bromsgrove Branch Railways Act, 1865" (hereinafter called "the Act of 1865"), commencing in the parish of Frankley, in the county of Worcester, by a junction with the Company's said authorised Railway A at a point thereon four furlongs or thereabouts measured from the authorised commencement of that Railway, in a field numbered 7, in the parish of Frankley aforesaid, on the plans deposited with the Clerk of the Peace for the county of Worcester, with reference to the Bill for the Act of 1873, and terminating in the parish of Halesowen, in the said county, in a field in the occupation of the Great Western Railway Company, on the north side of the Halesowen and Birmingham turnpike road, at a point 270 yards or thereabouts, measured in an easterly direction along the said turnpike road, from the crossing of that road by the turnpike road leading from Halesowen to Dudley, opposite the house known as the "Shenstone Arms Inn," and there to effect a junction with the authorised Netherton and Halesowen Branch of the Great Western Railway now nearly completed at or near the intended termination thereof.

A deviation Railway (No. 2), being a deviation of the Company's Railway B, authorised by the Act of 1873, and secondly described in the fourth section of that Act, and of Railway No. 1 authorised by "The Halesowen and Bromsgrove Branch Railways Act, 1866" (hereinafter called "The Act of 1866"), and firstly described in the fourth section of that Act, to be situate wholly in the parish of Halesowen aforesaid, commencing by a junction with the said Netherton and Halesowen branch of the Great Western Railway at a point thereon two furlongs two chains or thereabouts measured along that branch in a northerly direction from the point hereinbefore described as the termination of the intended deviation Railway No. 1, and terminating in a field numbered 73, in the parish of Halesowen aforesaid, upon the plans deposited with the Clerk of the Peace for the county of Worcester, with reference to the Bill for the Act of 1866, at a point therein five chains or thereabouts measured in an easterly direction from the east end of the reservoir for supplying the Hawne Colliery with water, belonging or reputed to belong to the New British Iron Company.

To empower the Company to make and maintain the new railway following with all proper stations, sidings, approaches, works and conveniences connected therewith, that is to say:

A railway wholly in the parish of Halesowen aforesaid, commencing at the termination hereinbefore described as the intended termination of the said deviation Railway No. 2; by a junction with that railway, and terminating at a point fifteen chains or thereabouts, measured in a south-westerly direction from the building known as Drew's Forge.

To enable the Company to construct level crossings in lieu of the authorised crossings by the Railway No. 1, firstly described in the 23rd section of the Act of 1865 of the roads numbered respectively 44, in the Parish of King's Norton and 8 in the Parish of Frankley on the plans deposited with the Clerk of the Peace of the county of Worcester with reference to the Bill for that Act.

To authorise the Company to deviate laterally and vertically from the lines and levels of the intended deviation and new Railways respectively

to the extent shown on the plans and sections hereinafter mentioned, or to such extent as may be defined by the intended Act.

The works proposed to be authorised by the said Bill will pass through, from, or into the following parishes, townships, and extra-parochial places or some of them, that is to say:—Frankley, Bromsgrove, Romsley, Hunnington, Illey, Lappal, The Hill, Hawne, Hasbury, Lutley, Halesowen, and King's Norton, all in the county of Worcester.

To empower the Company to relinquish so much of the said Railway A, authorised by the Act of 1873, as lies between the points hereinbefore respectively described as the commencement and termination of the intended deviation Railway No. 1, and also the whole of Railway B authorised by the fourth section of the Act of 1873, and also the whole of the said Railway No. 1, authorised by the Act of 1866, so far as the powers relating to that Railway were extended by the Act of 1873. Also the Railway secondly described in the twenty-third section of the Act of 1865.

To empower the Company to levy tolls, rates or charges for or in respect of the intended deviation railways, and the intended new railway above described, and to grant exemptions from the payment of such tolls, rates, and charges.

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To extend the time limited by the Act of 1873 for the purchase of lands required for the Railways by that Act authorised, and the time limited by that Act for the completion of the several Railways therein mentioned (excepting such portions of those Railways respectively as shall be authorised by the intended Act to be abandoned).

To constitute (if thought expedient or desirable) the said intended deviation Railway No. 2 and the said intended New Railway into a separate undertaking of the Company, and the capital to be raised under the intended Act or some part thereof, and the proprietors therein, into a separate capital and proprietary distinct from the general capital and proprietary of the Company; and, in the event of such separate undertaking being constituted by the intended Act, to make provision for the division and apportionment between the two undertakings of the expenses of management and such other expenses of or charges upon the revenue of the Company as may be specified in that behalf in the intended Act; and to make all other requisite and necessary provisions with reference to such separate undertaking.

To alter, re-arrange, declare, and define the share and loan capitals of the Company for the general purposes of their undertaking, and upon such terms and conditions as shall be prescribed by the intended Act; to raise further moneys by the creation of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and, if thought fit, in one or more classes, and by borrowing on mortgage or bond, and by the

creation and issue of debenture stock, or by any or either of such means.

To authorise the Company on the one hand, and the Midland Railway Company and the Great Western Railway Company (hereinafter called "the Contracting Companies") or either of them, or any person 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 one or both of the contracting Companies or persons, and of all or any part of the undertaking of the Company, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the said undertaking, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies or persons, the levying, fixing, division, and appropriation of the tolls, rates, fares, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks (whether annual or in gross) to be paid, made, or allowed by both or either of the contracting Companies or persons to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates.

To authorise the Company on the one hand, and the contracting Companies or either of them on the other hand, to enter into and carry into effect agreements for or with reference to the exclusive working, use, management, and maintenance by the contracting Companies, or either of them, of the whole or any part of the undertaking of the Company, the rents, payments, allowances (whether annual or gross) to be paid, made, or allowed, and the conditions to be performed with reference thereto, and all incidental matters, and to authorise the Company, and the contracting Companies, or either of them, to enter into and carry into effect contracts and agreements for the commutation and extinguishment of the tolls or sums of money which under the agreements between the Company and the contracting Companies respectively (scheduled to, and confirmed by, the Act of 1865), or otherwise, are payable to the Company by the contracting Companies respectively, in respect of traffic conveyed by them on the undertaking of the Company, and for the payment by the contracting Companies, or either of them, to the Company of a sum (either annual or in gross), or in lieu of, and in substitution for such tolls or sums of money, and for the purposes aforesaid, and so far as necessary to extend, modify, and vary the provisions of the said agreements or either of them.

To authorise the Company on the one hand, and the contracting Companies, or either of them, on the other hand, to enter into and carry into effect, arrangements and agreements with reference to the construction, use, and management of a joint station at Halesowen aforesaid, with suitable approaches, works, and conveniences for the accommodation of the traffic, whether in goods or passengers, of the respective Companies, or failing such agreement, to make provision for the construction, maintenance, and working of such joint station, at the expense of the Company and the contracting Companies respectively, jointly, or in such proportions as may be provided by the intended Act; and for the management, use, and apportionment of the same re-

spectively, and for the appointment of a joint committee or joint committees, with all usual and necessary powers for the regulation, control, and management of such station.

To authorise the contracting Companies or either of them to subscribe and contribute money towards the undertakings of the Company, 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 principle and interest of any loan, and for the purposes of such subscription to apply their corporate funds, and to raise further money by the creation of new shares and stock, either ordinary or preferential, and by borrowing.

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 respectively, 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, or any part thereof respectively, that is to say.

So much of the authorised Netherton and Halesowen Branch of the Great Western Railway as is situate and lies between the termination of the intended deviation Railway No. 1 and the commencement of the intended deviation Railway No. 2 (including the Halesowen Station of the Great Western Railway), both respectively above described.

To sanction and confirm any further or new agreements or arrangements between the Company on the one hand, and the contracting Companies or either of them, or any persons, on the other hand, already made, or which prior to the passing of the intended Act may be made or entered into with reference to all or any of the purposes aforesaid.

To make such provisions for reducing the number of Directors which the Act of 1865 prescribes to be a quorum when there are vacancies on the Board of Directors, as may be deemed necessary or expedient, and to change the name of the Company to the Halesowen and Birmingham Railway Company, or to such other name as may be prescribed by the intended Act.

To vary, alter, amend, enlarge, or repeal, so far as may be necessary for carrying out the objects of the Bill, the provisions of the Acts of 1865, 1866, and 1873, and "The Halesowen and Bromsgrove Branch Railways Act, 1870," and also the following local and personal Acts, that is to say: 7 and 8 Vic., cap. 18, and all other Acts relating to or affecting the Midland Railway Company, and 5 and 6 William IV., cap. 107, and 26 and 27 Vic., caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company; "the West Midland Railway (Additional Works) Act, 1862;" and all other Acts relating to or affecting the said Netherton and Halesowen Branch of the Great Western Railway.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will confer other rights and privileges.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And notice is also hereby given, that on or before the 30th day of November instant, duplicate plans and sections describing the lines, situation, and levels of the proposed deviation and new railways and works respectfully, and the lands, houses, and property 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 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 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 Worcester, at his office, situate at Worcester, in the said county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said intended 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 Bill for the intended Act will be deposited in the Private Bill-office of the House of Commons on or before the 21st day of December next.

Dated this 6th day of November, 1875.

*Wilkins and Blyth*, 10, St. Swithin's-lane,  
London, E.C., *Scott and Horton*, Broms-  
grove, Solicitors for the Bill.

*Martin and Leslie*, 27, Abingdon-street,  
Westminster, S.W., Parliamentary  
Agents.

#### Stockton and Middlesbrough Waterworks.

(New Reservoirs, Mains, and Works—Compulsory Purchase of Lands—Diversion and Appropriation of Additional Water of River Tees—Powers to Levy Rates, to Break up Roads, &c., Consolidation, &c., of Shares, Increase of Capital and Borrowing Powers, Prevention of Waste, &c.—Incorporation and Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to alter, amend, enlarge, and extend, and if necessary wholly or partially to repeal some or all of the provisions of "The Stockton and Middlesbrough Waterworks Act, 1858," and "The Stockton and Middlesbrough Waterworks Act, 1864," and of the several Acts therein recited, and for carrying into effect the following objects and purposes, or some of them, that is to say,—

To confer on the Stockton and Middlesbrough Waterworks Company (hereinafter called "the Company") additional and varied powers for carrying out the objects and purposes of the intended Act.

To empower the Company to make and maintain the works hereinafter described, or some of them together with all such drains, sluices, communication roads, cuts, aqueducts, mains, pipes, reservoirs, engines, pumping and other works, appliances, and conveniences, as may be required or deemed necessary, that is to say:

(1.) Suction Pipe.—A suction pipe to be wholly situate in the parish and township of Dar-

lington, in the county of Durham, commencing in the River Tees, on or near the left bank thereof, at a point three chains or thereabouts to the east of the junction of Baydalebeck with the said River Tees, and terminating in the intended engine-house next hereinafter mentioned.

(2.) Pumping Station No. 1.—A pumping station and engine-house, to be wholly situate in the said parish and township of Darlington, on a certain piece of land belonging to the Company, and adjoining the western side of their existing pumping station at Broken Scar.

(3.) Line of Pipes No. 1.—A line of pipes herein called "Line of Pipes No. 1," commencing in the said parish and township of Darlington, at or in the intended engine-house lastly hereinbefore mentioned, and terminating in the township of Thornaby, in the parish of Stainton, in the North Riding of the county of York, by a junction with the intended Line of Pipes No. 2, at a point in the public highway leading from Stockton to Middlesbrough, near to Sadler's Hotel, in South Stockton, which said Line of Pipes No. 1 is intended to pass from, through, in, or into the parishes, townships, and places following, or some of them, that is to say, Darlington, Cockerton, Haughton-le-Skerne, Great Burdon, Morton Palms, Sadberge, Long-Newton, Elton, Stockton-upon-Tees, and East Hartburn, all in the county of Durham, and Stainton and Thornaby, in the North Riding of the county of York.

(4.) Sadberge Service Reservoir.—A service reservoir, hereinafter called "the Sadberge Service Reservoir," together with inlet and outlet pipes communicating therewith, to be wholly situate in the township of Sadberge, in the parish of Haughton-le-Skerne, in the county of Durham, in and near a certain field known as Beacon Hill, belonging to and in the occupation of James Senior, and abutting on the south-eastern side of the turnpike road or highway leading from Stockton to Darlington.

(5.) Line of Pipes No. 2.—A line of pipes hereinafter called "Line of Pipes No. 2," commencing in the township of Preston-upon-Tees, in the parish of Stockton-upon-Tees, in the county of Durham, by a junction with the existing main pipes of the Company at or near to the eastern side of the Darlington section of the North Eastern Railway from Stockton to Darlington, at a point thereon, ten chains or thereabouts, south-west of the bridge carrying the said railway over the road leading to Moor House, and terminating in the parish and township of Ormesby, in the North Riding of the county of York, at or in the intended Ormesby Service Reservoir, next hereinafter mentioned, which said Line of Pipes No. 2 is intended to pass from, through, in, or into the parishes, townships, and places following, or some of them, that is to say,—Stockton-upon-Tees and Preston-upon-Tees, in the county of Durham, and Stainton, Thornaby, Middlesbrough, Linthorpe, and Ormesby, all in the North Riding of the county of York.

(6.) Ormesby Service Reservoir and Pumping Station.—A service reservoir, hereinafter called "The Ormesby Service Reservoir," and a Pumping Station, both to be wholly situate in the said parish and township of Ormesby, in a certain field adjoining the premises known as Bottom's Farm, and bounded on

the west by Fleet-lane and on the south by the road leading from Ormesby to Normanby.

(7.) Line of Pipes No. 3.—A line of pipes herein called "Line of Pipes No. 3," commencing in the said parish and township of Ormesby, at or in the intended Ormesby Service Reservoir, and terminating in the township of Normanby, in the parish of Eston, in the North Riding of the county of York, at or in the intended Normanby Service Reservoir next hereinafter mentioned, which said Line of Pipes No. 3 is intended to pass from, through, or into the parishes, townships, and places following, or some of them, that is to say, Ormesby, Eston, and Normanby, all in the North Riding of the county of York.

(8.) Normanby Service Reservoir.—A service reservoir, herein called "The Normanby Service Reservoir," to be wholly situate in the said township of Normanby, in the said parish of Eston, in certain fields or lands, on or near to Rye Hill, belonging to the Trustees of the Normanby Settled Estates, bounded on the north by the plantation called "White Bank," and on the south by Anstey Plantation, or in some or one of such fields or lands.

Which said several works will pass, or be made from, in, through, or into, or be situated in the several parishes, townships, and places aforesaid, and the township of Low Coniscliffe, in the parish of Coniscliffe, in the said county of Durham, or some of them.

To make and maintain, in connection with the aforesaid works and other works of the Company, all necessary and proper approaches, embankments, filtering beds, dams, sluices, cuts, aqueducts, mains, pipes, reservoirs, outfalls, channels, engines, engine houses, pumping and other works and appliances for collecting, filtering, storing, distributing, and supplying water in and through the several before-mentioned parishes, townships, extra-parochial and other places, or some of them, and within the Company's limits of supply, or within such limits as shall be authorized by the intended Act.

To purchase, compulsorily or otherwise, and to appropriate and use lands, houses, and waters and rights of laying down, maintaining, enlarging, and altering mains and pipes, and other easements and privileges upon, in, and over, across, or along any railways, canals, rivers, navigations, highways, or roads, whether public or private, and other hereditaments situate within the before-mentioned parishes, townships, extra-parochial, and other places, or any of them, and to purchase by agreement such other lands as may be requisite or desirable for the purposes of the intended Act, or other purposes of the Company, and to vary, alter, or extinguish any rights or privileges connected with such lands, houses, railroads, canals, rivers, navigations, highways, and other roads and hereditaments respectively, or any of them.

To authorize the temporary occupation and use of lands, houses, buildings, easements and hereditaments, for obtaining materials for the construction of the said intended reservoirs and lines of pipes or otherwise for the purposes of the intended Act; and to incorporate, with such variations and amendments as may be proper or requisite, all or some of the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to roads and the temporary use and occupation of lands, or to make other provisions with reference thereto.

To authorize the Company to deviate laterally from the lines of the reservoirs, lines of pipes,

and other works within the limits shown on the plans (to be deposited as hereafter mentioned), and to deviate vertically from the levels of the works shown upon the sections to those plans, to such extent as may be prescribed in the intended Act.

To enable the Company to levy and recover rates, rents, and charges, and to alter existing or authorized rates, rents and charges, for the supply of water for domestic and other purposes, and to vary or extinguish exemptions from the payment of rates, rents and charges, and to vary or extinguish any existing rights or privileges, and to confer other rights, privileges and exemptions.

To lay down and maintain mains, and from time to time to remove, renew or replace conduits, culverts, pipes, drains, tunnels and other works in, under, over, through, or across private streets, roads and lands, and in, along, under, across, and over all or any turnpike or other roads, highways, streets, passages, rivers, canals, bridges, railways, telegraph posts, wires and appliances, and other works within the parishes, townships, and extra-parochial or other places hereinbefore mentioned, or any of them, and either permanently or temporarily to break up, stop up, alter, or divert all or any streets, highways, public or private roads, passages, and other places within such parishes, townships and extra-parochial or other places hereinbefore mentioned, or any of them, which it may be necessary or expedient to break up, stop up, alter, or divert for the purposes of the intended Act, or any of them, or other the purposes of the Company.

To authorize the Company, subject to such restrictions and conditions as shall be provided in the intended Act, or otherwise, to divert, take, use, and appropriate for the purposes of the undertaking such additional quantity of the water of the River Tees, near Broken Scar in the township and parish of Darlington, as shall be prescribed by the intended Act, the water of which said River Tees flows or proceeds to or into a certain other navigable part of the said river known as the Tees Navigation, and under the government or control of the Tees Conservancy Commissioners, and for that purpose to repeal or alter the limitation imposed by the ninth section of "The Stockton and Middlesbrough Waterworks Act, 1864," or to repeal the said section, and, if necessary, to make other provision in lieu thereof.

To make better provision for preventing the fouling, waste, abstraction, misuse, or unauthorized or improper use of the water of the Company, and all fraudulent or improper practices in reference to the use of the said water, and to enable the Company to make and enforce rules and regulations with respect to any such matters, and to the laying, constructing, repairing or altering of sewer or other pipes, apparatus and works to be used in connection with the Company's works, and to confer upon the Company such other powers, rights and privileges as may be necessary, proper, or convenient for enabling them to carry into effect the objects and purposes of the intended Act.

To provide for the consolidation of the several classes of preference and guaranteed shares and stocks, and of the ordinary shares and stocks, and of debenture stocks of the Company, to such an extent, by such means, and subject to such conditions and restrictions as may be prescribed or provided for by the intended Act, and to alter or vary the rights and privileges attached to all or some of the existing shares or stocks in the Company, and to confer other rights and privi-

leges, and so far as may be necessary for the purposes aforesaid, to authorize an alteration and adjustment of the aggregate nominal amount of the capital of the Company.

To empower the Company to raise further sums of money for all or any of the purposes of the intended Act and for the general purposes of the Company, by the creation of new shares or stock, with or without a guarantee or preference dividend, or other rights or privileges attached thereto, and by borrowing, and by debenture stock, or by any of such means, or such other means as may be authorized by the intended Act, and also to apply to all or any of the purposes so to be authorized, any capital or funds now belonging to the Company, or under their control.

To confer on the Company, and incorporate in the intended Act, all or some of the powers 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 Waterworks Clauses Acts, 1847 and 1863," and so much of "The Railways Clauses Consolidation Act, 1845," as relates to roads and the temporary occupation of lands, and all other Acts amending or extending those Acts, and all other powers and provisions necessary or expedient for effecting the objects and purposes of the intended Act.

To repeal, extinguish, exclude, vary, or modify, all existing powers, rights, privileges, and exemptions, which would or could in any manner interfere with any of the objects and purposes of the intended Act, or the execution of any of the powers thereof, and to confer, vary, or extinguish other powers, rights, privileges and exemptions.

And notice is hereby given, that duplicate plans of the said intended reservoirs, conduits, lines of pipes, and other works to be authorized by and under the powers of the intended Act, and of the lands, houses, and property in or through which the same are intended to be made, or which may be taken under the powers of the intended Act, and also duplicate sections to such plans, together with books of reference to such plans and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, and 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; and that on or before the same day a copy of so much of the said plans, sections, and books of reference respectively as relates to each of the parishes or extra-parochial places in or through which the works are or will be made, or any lands proposed to be taken are situated, and also a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the clerk of each such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 13th day of November, 1875.

Hugh Dunn and Watson, Darlington Solicitors.

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

In Parliament.—Session 1876.

Great Eastern Railway.

(Consolidation of Stocks; Arrangements as to Capital; Provisions respecting East Anglian Stocks; Additional Capital; Further Powers as to redemption of 6½ per Cent. Preference Stock, and as to redemption Fund for B Debenture Stock; Amendment of Borrowing Powers under the Company's Act of 1874; Application of Compensation Money for Telegraphs; Further Powers as to erection of Houses, &c.; Subscriptions to other lines and arrangements as to Borrowing Powers of Leased and Worked Lines; Conversion of Bishopsgate Station into a Goods Station; New Junction Railway to connect the Ely and Norwich Line with the Ipswich and Norwich Line; Improvement of Line from Wymondham to Dereham and Dereham Station; Construction of Branch Line from Lynn and Ely Line to Stoke Ferry; Branch from North Woolwich Line to Works of Imperial Gas Company; Vesting in the Company of Ely and Newmarket Railway, and Powers of Contribution and Construction; Powers of Arrangement with the Gas Light and Coke and other Gas Companies as to Branch Line; Widening, Alterations and Improvements of Railways and Railway Bridges and acquisition of Lands for Station and other purposes in various Counties; Abandonment of certain Lines; New Wharves on the River Lea; Power to take Water from the River Nene and Works at Fletton; Extension of Time for Sale of Surplus Lands; Extension of Time for Compulsory Purchase of Lands, and for Completion of Works; As to Regulations on Stowmarket and Ipswich Navigation; Confirmation of Agreement with London, Tilbury, and Southend Railway Company; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Great Eastern Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following purposes (that is to say):—

1. To authorise and provide for the consolidation or conversion of all or some of the Company's guaranteed and preference stocks into one or more class or classes of rent charge stock, guaranteed stock, or preference stock, and for the Great Eastern Metropolitan undertaking becoming part of the general undertaking in the event of the holders of the Great Eastern Metropolitan Stock agreeing to any such consolidation or conversion.

2. To authorise and provide for the consolidation and conversion into one or more class or classes of debenture stock of the East Anglian A B C and No. 1 Stocks, or some of them, and for the consolidation of any two or more of such debenture stocks into one class of debenture stock, and for the conversion of East Anglian No 2 (Ordinary) Stock into Great Eastern Ordinary Stock, and to authorise arrangements between the Company and the proprietors of all or any of the said East Anglian Stocks for effecting any such consolidation or conversion, and to give effect to any arrangements with the holders of the East Anglian Stocks as to the cesser of their powers of appointing directors or otherwise.

3. To repeal or amend all or some of the provisions of the Company's Acts in reference to all or any of the stocks to be consolidated or converted as hereinbefore mentioned, or to the consolidation or conversion into debenture stock or otherwise of all or any of such stocks, and to vary or extinguish rights and privileges and

confer other rights and privileges, and to prescribe the mode of carrying any such consolidation or conversion into effect, and the consent to be given by the holders of the various classes of stocks in relation thereto.

4. To authorise the Company to raise additional capital by the creation of new ordinary or preference shares or stock in their undertaking, and by mortgage, debenture stock or otherwise, and to regulate and prescribe the manner, times, and amounts in which the capital so authorised shall be created, raised, and issued, and the standing or priority of different portions of such capital inter se, and of the whole or some portion or portions of such capital with reference to capital which the Company may hereafter be authorised to raise.

5. To alter and amend the provisions of section 75 of the Great Eastern Railway Act, 1874, and of any other Act with regard to the redemption of the 6½ per cent. preference stock, 1866, and to authorise the Company to pay the proportion of interest due at the time of redemption, and to provide for the cesser of interest on the day fixed for redemption, and to authorise the Company to pay the amount of any unclaimed money in respect of such redemption into the Court of Chancery.

6. To make further provision with reference to the time and mode of setting apart the redemption fund of the B debenture stock provided for by the Great Eastern Railway Finance Act, 1867.

7. To amend and extend the provisions of section 58 of the Great Eastern Railway Act, 1874, with reference to the powers of borrowing under that section.

8. To authorise the application of a portion of the money received from the Postmaster-General in respect of the telegraphs to improvements of the plant, stations, and works of the Company.

9. To increase the amount which the Company are by the 72nd section of the Great Eastern Railway Act, 1874, authorised to expend in the erection of buildings connected with or dependent on the structure of their Metropolitan stations and railways, and to extend and enlarge the powers conferred by that section, and to authorise the appropriation of land by the Company for hotels and other buildings, and the granting by them of building or other leases with special conditions and powers of surrender of leases.

10. To authorise the Company to enter into arrangements with the Gas Light and Coke Company, and the Imperial Gas Company, and the Amalgamated Company as to the construction of the branch line and works hereinafter described and otherwise.

11. To authorise the Company to subscribe or further subscribe to the capitals of the following companies, that is to say, the Ely and Newmarket Railway Company; Ely, Haddenham and Sutton Railway Company, and East Norfolk Railway Company, and to agree with those Companies as to the application of the subscription, and to authorise the Company to agree with those or any of those Companies as to the exercise of their respective borrowing powers, and to enable the Company, if so agreed, to exercise those powers and to advance the money to the respective Company on such terms as may be mutually agreed upon.

12. To authorise the Company to apply their capital to the conversion of the Company's Bishopsgate (high level) passenger station into a goods station, and for the erection of arches and buildings, and the construction of approaches

thereto, and to authorise the conversion and use of such station as a goods station with or without any accommodation for passenger traffic.

13. To vest in, or transfer to, or to authorise and provide for the vesting in or transfer to the Company of the undertaking of the Ely and Newmarket Railway Company authorised by the Ely and Newmarket Railway Act, 1875, and all the lands, works, and property of the said Company, and to provide for the winding up of their affairs, and to dissolve the said Company, and to transfer to or vest in the Company all the powers, rights, and privileges of the Ely and Newmarket Railway Company under the said Act, whether with respect to the compulsory purchase of lands, the construction of works, raising of capital, and borrowing money, or otherwise howsoever.

14. To authorise the Company to make and maintain with all necessary and convenient stations, approaches, works and conveniences connected therewith respectively, the following railways and works, or some of them (that is to say):—

(a.) A railway wholly situate in the county of Norfolk, commencing in the parish of Forncett St. Peter, by a junction with the Company's Ipswich and Norwich line at or near a point about 30 chains from the north end of the platform of Forncett station, and terminating in the parish of Wymondham by a junction with the Company's Ely and Norwich line at a point about 10 chains north-east of Wymondham station, which said intended railway will be situate in the parishes, townships and extra-parochial or other places following, or some of them (that is to say), Forncett St. Peter, Tharston Forncett, St. Mary Hapton, Funden-hall, Ashwell, Thorpe, Wrenningham and Wymondham.

(b.) A railway wholly situate in the county of Norfolk, commencing by a junction with the Lynn and Ely Railway of the Company, in the parish of Downham Market, at or near a point about 200 yards north of the booking office of the Downham station, and terminating in the parish of Stoke Ferry in a field lying and abutting on the south-west side of the turnpike road leading from Stoke Ferry to Wreham, at or near and immediately opposite the junction of the public road known as the Furlong-road, with the said turnpike road, which said intended railway will be situate in the parishes, townships, extra-parochial or other places following, or some of them (that is to say): Downham Market, Boxwell, Wimbotsham, Stow Bardolph, Crimplasham, Stradsett, West Dereham, Wreham, Wretton, Boughton, Bexwell-green, Cavenham, Hithe, Stoke Ferry.

(c.) A railway wholly situate in the parish of West Ham, in the county of Essex, commencing by a junction with the North Woolwich branch of the Company at or near a point about 43 chains south of the bridge carrying the London, Tilbury and Southend Railway over the said North Woolwich Branch, and terminating at or near a point about 31 chains south of the aforesaid bridge on the west side of the said branch railway.

(d.) A widening and improvement of the Company's railway at or near the Bishopsgate (high level) station in the parishes of St. Leonard's, Shoreditch, Christ Church, Spitalfields, and St. Matthew, Bethnal-green, or some of them, in the county of Middlesex, commencing on the north of the said railway in the said parish of St. Leonard's, Shoreditch, at or near the junction of

Slater-street, with the street or road called Shoreditch, and terminating at or near the Brick-lane goods station of the Company, in the parish of St. Matthew, Bethnal-green, and on the south commencing in the parish of St. Leonard's, Shoreditch, at or near a point about two chains south of the west end of the said Bishopsgate (high level) station buildings, and terminating in the said parish of Christ Church, Spitalfields, at or near the south end of the bridge carrying the Company's railway over Brick-lane, and in connection with such widening and improvement to authorise the diversion or stopping up of the following streets or some of them, or of some part or parts thereof (that is to say): Slater-street, in the said parishes of St. Leonard's, Shoreditch, and St. Matthew, Bethnal-green, or one of them, Little Patience-street, in the said parish of St. Matthew, Bethnal-green, Farthing-hill and Farthing-street, in the said parishes of St. Matthew, Bethnal-green and Christ Church, Spitalfields, or one of them, King-street, in the said parish of Christ Church, Spitalfields, St. John-street, in the said parish of St. Matthew, Bethnal-green, Queen's-court, King's-court, Matthew's-buildings and Matthew's-court, in the said parish of Christ Church, Spitalfields, and all other streets, courts, and alleys within the area of the said intended widening and improvement.

(e.) The crossing on the level by one or more lines of rails of the public road or street in the parishes of St. Leonard's, Shoreditch, Christ Church, Spitalfields, St. Matthew, Bethnal-green, some or one of them, in the county of Middlesex, known as Wheeler-street, for the purpose of connecting the property of the Company on one side of the said street with their property on the other.

(f.) A railway wholly situate in the parish of East Dereham, in the county of Norfolk, commencing by a junction with the Wymondham and Dereham line at or near a point about 23 chains south of the Dereham station, and terminating by a junction with the Lynn and Dereham line at or near a point about 21 chains south-west of the Dereham station.

(g.) A widening and improvement wholly situate in the county of Norfolk of the Company's Wymondham and Dereham branch, commencing in the parish of Wymondham, at or near a point about 16 chains south-west of the Wymondham station and terminating in the parish of East Dereham at or near a point about 3 chains south of the Dereham station, which said intended widening and improvement will be situate in the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Wymondham, Crown Thorpe, Kimberley, Hardingham, Thuxton Garveston, Winbergh, Yaxham, Westfield and East Dereham.

(h.) An alteration and improvement in the parish of East Dereham, in the county of Norfolk, of the Dereham Station, and of the lines of railway running into the same.

(i.) A widening and improvement wholly situate in the county of Middlesex of the Company's main line, commencing in the parish of St. Matthew, Bethnal-green, by a junction with the coal sidings, about two chains west of the Bethnal-green junction

- station, and terminating in the parish of St. Mary-le-Bow, otherwise St. Mary, Stratford-le-Bow, by a junction with the improvement and widening of the said main line, authorised by section 7, sub-section K of the Great Eastern Railway Act, 1874, which said intended widening and improvement will be situate in the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): St. Matthew, Bethnal-green, Mile-end Old Town, and St. Mary-le-Bow, otherwise St. Mary, Stratford-le-Bow.
- (k.) A widening and improvement wholly situate in the parish of West Ham, in the county of Essex, of the Company's North Woolwich Branch, commencing at or near a point about 8 chains south of Stratford Bridge Station, and terminating at or near a point about 17 chains south-east of Canning Town Station.
- (l.) A Railway (No. 1) wholly situate in the parish of West Ham, in the county of Essex, commencing by a junction with the Company's line at a point about 4 chains south-west of the Stratford Main Station, and terminating by a junction with the Company's goods loop line, at or near the bridge over the main line of the Company, known as the Chobham Farm Bridge. A Railway (No. 2) wholly situate in the parish of West Ham, in the county of Essex, commencing by a junction with the Company's main line at or near the bridge carrying the same over Carpenter's-road, and terminating by a junction with Railway No. 1 at or near a point 10 chains north of the said bridge over the Carpenter's-road. A Railway (No. 3) wholly situate in the parish of West Ham, in the county of Essex, commencing by a junction with the Hackney Wick Low Level Branch at or near the bridge carrying the same under the Company's main line, and terminating by a junction with Railway No. 1 at a point about 26 chains west of the said bridge.
- (m.) A widening and improvement wholly situate in the Isle of Ely, in the county of Cambridge, of the Company's main line, commencing in the parish of Ely St. Mary, at or near a point about 5 chains north-east of the Ely Station of the Company, and terminating in the parish of Ely Trinity, at or near a point about 18 chains south-west of the junction of such main line with the Peterborough branch, and the alteration and improvement of the Ely Station, which said intended widening and improvement and alteration and improvement respectively will be situate in the parishes, townships, and extra-parochial or other places following, or one of them (that is to say) Ely St. Mary and Ely Trinity.
- (n.) The alteration of the bridge situate in the parish of St. Mary Chelmsford, in the county of Essex, carrying the Company's main line over a public road known as New-street, about 19 chains north-east of Chelmsford Station.
- (o.) The alteration of the bridge in the parish of Reedham, in the county of Norfolk, carrying the public road leading from Reedham Ferry to Reedham over the Company's Norwich and Yarmouth line, about 10 chains east of Reedham Station.
- (p.) The alteration of the bridge in the parish of Tottenham, in the county of Middlesex, carrying the public road leading from Walthamstow to Tottenham High Cross, over the Company's main line at or near the Tottenham Station.
- (q.) The alteration of the bridge and approaches in the parish of Bishop's Stortford, in the county of Hertford, carrying the public road from Sawbridgeworth to Stanstead over the Company's main line, about 13 chains south of the Bishops Stortford Station.
- (r.) A wharf or quay wholly situate in the parish of West Ham, in the county of Essex, abutting on the River Lea and the navigable channel thereof, such wharf or quay to commence 100 yards or thereabouts from the north-eastern side of the drawbridge carrying the Company's branch to the pepper warehouses over the River Lea, and terminating at or near the eastern end of the said drawbridge, and for the purposes of such wharf or quay to authorise the embankment or reclamation of land in the said river, and of the land known as the Osier Bed.
- (s.) A wharf or quay wholly situate in the parish of West Ham, in the county of Essex, abutting on the River Lea and the navigable channel thereof, commencing at or near the point where the said wharf or quay last described also commences, and terminating about 300 yards south of the Canning Town Station, at or near the premises of the Thames Ironworks and Shipbuilding Company.
- (t.) The stopping up of a public footpath now crossing the railway at Seven Kings, in the parish of Barking, in the county of Essex, leading from the public road from Ilford to Romford to the public road from Ilford to Hornchurch, and the extinction of all rights of way over the railway at that crossing.
- (u.) An aqueduct or line of pipe in the parish of Fletton, in the county of Huntingdon, commencing in the River Nene, at or near a point about 2 chains north-east of the goods shed of the Midland Railway Company, and terminating at or near the west-end of the Company's engine-shed in the Company's station-yard there; and to authorise the diversion and taking of water from the River Nene by means of such aqueduct or line of pipe directly from that river.
- (v.) The diversion or stopping up of an occupation road in the parish of Great Shelford, in the county of Cambridge, now crossing the railway at or near a point about 3 chains north of the booking-office of the Shelford Station, and the extinction of any right of way over the railway at the present crossing, and the improvement of the said station.
15. To authorise the Company to acquire, maintain, and improve the railway leading from their railway at Ipswich to Griffin Wharf there, and to purchase compulsorily lands and rights and interests in lands for such maintenance and improvement, and to declare the rights of the Company in reference thereto, which railway, with the lands to be taken, is wholly situate in the parish of St. Mary Stoke, in the county of Suffolk, and commences at or near the Wherstead-road, and terminates at or near the Griffin Inn.
- And it is proposed to authorise the Company to purchase by compulsion or agreement lands and buildings in the several parishes, townships, and places aforesaid, which they may require for the purposes of the said railways, widenings, alterations, and improvements, and other works before mentioned respectively. Also to purchase by compulsion or agreement lands and buildings in the several parishes, townships, or extra-paro-

chial places hereinafter mentioned (that is to say):

In the county of Middlesex: in the parish of Christ Church, Spitalfields, at or near the Bishopsgate (High Level) Station.

In the county of the City of London: In the parish of St. Botolph, Bishopsgate, at or near and on the east side of the Liverpool-street Station.

In the county of Essex: In the parish of Mistley, at or near the Mistley Station; in the parishes of Barking, Great Ilford, and Little Ilford, at or near the Ilford Station; in the parish of St. Mary, Chelmsford, at or near the Chelmsford Station; in the parish of Wrabness, at or near the Wrabness Station; in the parish of Hornchurch, at or near the Romford Factory Goods Station; in the parish of Sheering, at or near the Sawbridgeworth Station; in the parish of Shenfield, at or near the Brentwood Station; in the parish of Romford, at or near the Romford Station; in the parish of West Ham, at or near the Stratford Station; in the parish of Low Leyton, at or near the Stratford Station.

In the county of Norfolk: In the parish of Watlington, at or near the Watlington Station; in the parish of Attleboro', at or near the Attleboro' Station; in the parish of Eccles, at or near the Eccles-road Station; in the parish of Roundham, at or near the Harling-road Station; in the parish of Wymondham, at or near the Wymondham Station; in the parish of Hapton, at or near the Florden Station; in the parish of East Dereham, at or near the Dereham Station; in the parish of Yaxham, at or near the Yaxham Station.

In the county of the city of Norwich: In the hamlet of Thorpe, at or near the Norwich Thorpe Station.

In the county of Suffolk: in the parish of Beccles, at or near the Beccles Station.

In the county of Cambridge: In the parish of Great Shelford, at or near the Shelford Station; in the parish of Duxford, at or near the Whittlesford Station.

In the Isle of Ely, in the county of Cambridge: In the parish of Leverington and parish of Wisbech St. Peter, at Wisbech; on the east side of and abutting on the river and the Company's goods yard, in the parishes of Ely Trinity and Ely St. Mary, or one of them, at or near the Ely Station; in the hamlet or parish of March, at or near the March Station.

In the county of Huntingdon: In the parish of Somersham, at or near the Somersham Station.

And it is proposed to authorise the Company to abandon, discontinue, or relinquish the construction of the following railways or portions of railways, that is to say:—The railway authorised by Sec. 6, sub-sec. E of the Great Eastern Railway Act, 1874, and therein called the High and Low Level Junction. So much of the existing Hackney Wick High Level Branch as lies between the junction thereof with the Company's main line, at a point about 9 chains south-west of the Stratford Main Station and a point about 15 chains south-east of the bridge carrying the said branch railway over the River Lea. So much of the existing Hackney-wick Low Level Branch, as lies between the bridge carrying the same under the main line of the Company, at or near the Stratford Main Station and the junction thereof with the Hackney-wick High Level Branch, at a point about 2 chains south-east of the bridge carrying the last-mentioned railway over the River Lea. The existing goods loop line at Stratford, commencing at the

junction thereof with the Hackney-wick Low Level Branch, at or near the bridge carrying that branch under the main line of the Company, near the Stratford Station, and terminating at the junction thereof with the Cambridge main line, at or near the bridge over the said main line, known as the Chobham Farm Bridge. All of which said railways are situated in the parish of West Ham, in the county of Essex.

And it is proposed to extend the time limited by the Great Eastern Railway Act, 1874, or by any other Act of the Company for the sale of superfluous lands.

And it is proposed to revive the powers for the completion of Railway No. 6, authorised by the Great Eastern Railway (Metropolitan Station and Railways Act), 1864, and extended by subsequent Acts, and to authorise the Company to complete the same, and so far as is necessary, to revive the powers for the compulsory purchase of lands for the same.

And it is proposed to extend the time limited by Parliament for the completion of the railway and works authorised by Section 4 of the Great Eastern Railway Act, 1872, and, so far as is necessary, to revive and extend the compulsory powers for the purchase of land for the same.

To make provision for reference to the Board of Trade or for other settlement of any dispute between the Company and the Commissioners of the Stowmarket and Ipswich Navigation respecting the regulations to be in force on such navigation.

To confirm and give effect to any agreement between the Company and the London, Tilbury, and Southend Railway Company, with reference to the working of the railway of the latter Company and the user of any of the railways, stations, and works of the Company.

And it is proposed to authorise the lateral and vertical deviations from the line and level of the proposed railways and works, as shown upon the plans and sections hereinafter mentioned, and 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, telegraphic wires, tubes, and apparatus, tunnels, subways, sewers, pipes, buildings, and works of any description which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended railways or works.

And it is proposed to vary or extinguish all rights and privileges in, over, or upon or connected with any land or building which may be purchased or taken by or vested in the Company, under the powers of the intended Act, or which would or might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges. And it is proposed to repeal or amend certain of the provisions of the several local and personal Acts following, or some of them, that is to say, "The Great Eastern Railway Act, 1862," "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," "The Great Eastern Railway (Additional Powers) Act, 1866," "The Great Eastern Railway (Additional Powers) Act, 1867," "The Great Eastern Railway (Finance) Act, 1867," "The Great Eastern Railway Act, 1868," "The Great Eastern Railway (Additional Powers) Act, 1869," "The Great Eastern Railway (Metropolitan Railways) Act, 1870," "The Great Eastern Railway Act, 1872," "The Great Eastern Railway Act, 1874," "The Stowmarket and Ipswich Navigation Acts," 30 Geo. 3, cap. 57; 9 and 10 Vic., cap. 106; 10

Vic, cap. 11, 18, and 21; 10 and 11 Vic., cap. 174; 14 and 15 Vic., cap. 58; and 15 and 16 Vic., cap. 148; "The London, Tilbury, and Southend Railway Acts, 1852, 1854, 1856, 1862, 1863, and 1875," and "The Ely and Newmarket Railway Act, 1875."

And it is proposed to authorise the Company to levy tolls, rates, duties, and charges for and in respect of the intended and improved railways and works before described; to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to authorise the Company to apply any of their existing or authorised funds or any moneys authorised to be raised by the intended Act in carrying into effect any of the objects or purposes of the said Act.

A plan and section in duplicate of each of the intended railways and works, a plan of the lands which may be taken under the compulsory powers to be applied for by the intended Act, a book of reference to each such plan, and a published map showing the general course and direction of the proposed railways, alterations and improvements of railways will be deposited for public inspection as follows, that is to say, in the case of all works and lands in the county of Norfolk, with the clerk of the peace for that county, at his office in the city of Norwich. In the case of all works and lands in the county of the city of Norwich, with the clerk of the peace for that county, at his office at Norwich. In the case of all works and lands in the county of Cambridge, with the clerk of the peace for that county, at his office at Cambridge. In the case of all works and lands in the Isle of Ely, in the county of Cambridge, with the clerk of the peace for the county of Cambridge, at his office at Cambridge, and with the clerk of the peace for the Isle of Ely, at his office at Wisbech. In the case of all works and lands in the county of Middlesex, with the clerk of the peace for that county at his office at Clerkenwell. In the case of all works and lands in the county of the city of London, with the clerk of the peace for the city of London, at his office at the sessions house in the Old Bailey, in the said city. In the case of all works and lands in the county of Huntingdon, with the clerk of the peace for that county, at his office at Huntingdon. In the case of all works and lands in the county of Hertford, with the clerk of the peace for that county, at his office at St. Albans. In the case of all works and lands in the county of Essex, with the clerk of the peace for that county, at his office at Chelmsford, and in the case of all works and lands in the county of Suffolk, with the clerk of the peace for that county, at his office at Ipswich.

A copy of so much of any such plan, section, and book of reference as relates to the hamlet or parish of Mile-end Old Town with the vestry clerk of that hamlet or parish, at his office in Bancroft-road, Mile End-road, and with respect to so much thereof as relates to the parish of Saint Leonard's, Shoreditch, with the vestry clerk of that parish, at his office in Old-street, E.C., and with respect to so much thereof as relates to the parish of Saint Matthew, Bethnal-green, with the vestry clerk of that parish, at his office at Bethnal-green, and with respect to so much thereof as relates to the parish of Saint Mary-le-Bow, otherwise Saint Mary, Stratford-le-Bow, with the clerk of the Poplar district Board of Works, at his office in High-street, Poplar, and with respect to so much thereof as relates to the parishes of Saint Mary, Whitechapel and Christ Church, Spitalfields, with the clerk of the Whitechapel District Board of

Works at his office in Great Alic-street, Whitechapel, and with respect to so much thereof as relates to any other parish, with the parish clerk of such parish at his residence, and with respect to so much thereof as relates to any other extra-parochial place with the parish clerk of some parish adjoining thereto, at his residence.

Each such deposit as aforesaid 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 December next.

Dated 10th November, 1875.

*W. H. Shaw*, Liverpool-street station, Great Eastern Railway, Solicitor for the Bill.

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

In Parliament—Session 1876.

Truro and Newlyn Railway.

(Incorporation of Company; Construction of Railways between Truro and Newlyn; Working and Traffic and other Arrangements with Great Western, London and South Western, Midland, Bristol and Exeter, South Devon, Cornwall, and Cornwall Minerals Railway Companies; Running powers and facilities over Cornwall and West Cornwall Railways; Provision authorising and requiring the laying down of Narrow Gauge Rails on portion of Cornwall Railway; other Powers; Amendment or Repeal of Acts).

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

1. To incorporate a Company, hereinafter referred to as "the Company," and to authorize the Company to make and maintain the Railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all proper and convenient stations, sidings, buildings, approaches, works, and conveniences connected therewith, or incidental thereto, to be wholly situate in the county of Cornwall, namely:—

Railway No. 1.—A railway (hereinafter referred to as Railway No. 1) to be wholly situate in the parish of Newlyn East, commencing by a junction with the Perran or East Wheal Rose Extension of the Cornwall Minerals Railway, at a point 50 yards, or thereabouts, to the westwards of the point at which the said extension crosses the road from Shepherd's Farm to Zealah, and terminating by a junction with the intended Railway No. 2 hereinafter described in Shepherd's Moor, at a point 30 yards or thereabouts to the west of the south-west corner of the southernmost of two pools which supply water to the water wheel at Shepherd's Farm.

Railway No. 2.—A railway (hereinafter referred to as Railway No. 2) commencing in the parish of Newlyn East by a junction with the Perran or East Wheal Rose Extension of the Cornwall Minerals Railway, 100 yards, or thereabouts, eastward of the point at which the said extension crosses the road leading from Fiddler's Green to Shepherd's Farm, and terminating in the parish of Kenwyn, on the eastern side of the public road, formerly the turnpike-road, leading

from Truro to Zealah and Perran, and at a point 83 yards, or thereabouts, measured up the said road from the point at which the Cornwall Railway is carried on a bridge over the said road, which said intended Railway No. 2 will be made or pass from, through, or into the parishes and extra-parochial or other places following, or some of them, that is to say, Newlyn East, Saint Allen, Kenwyn, Saint Clement's, and Saint Mary's.

**Railway No. 3.**—A railway (hereinafter referred to as Railway No. 3) commencing by a junction with the intended Railway No. 2 at or near the termination thereof, and terminating in the parish of Saint Mary's, at a point on the Cornwall Railway about midway between the bridge carrying that railway over the public road, late turnpike road, from Truro to Zealah and Perran and the eastern end of the Carvedras viaduct of that railway, and which said intended Railway No. 3 will be made or pass from, through, or into the parishes and extra-parochial or other places following, or some of them, that is to say, Kenwyn, Saint Mary's, and Saint George's.

2. To purchase and take by compulsion and agreement lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, and duties for the use of the intended railways and works; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To cross, stop, alter, or divert, whether temporarily or permanently, roads, railways, tramways, rivers, navigations, telegraphs, footpaths, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the intended railways and works.

4. To deviate from the lines and situations of the works within the limits of lateral deviation to be shown on the plans hereinafter mentioned, and to deviate vertically from the levels of the works shown on the sections hereinafter mentioned, to such extent as may be authorized by or determined under the powers of the Bill, and whether beyond the limits allowed by "The Railways Clauses Consolidation Act, 1845," or otherwise.

5. To enable the Company on the one hand, and the Great Western Railway Company, the London and South Western Railway Company, the Midland Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, the Cornwall Railway Company, and the Cornwall Minerals Railway Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting companies of the intended railways and works, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the levying, fixing, division, and appropriation, of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other

or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract or agreement already made, or which prior to the passing of the Bill may be made with reference to all or any of the matters aforesaid.

6. To empower the Company and all other Companies and persons lawfully using the intended railways, or any part or parts thereof respectively, to run over and use with their engines and carriages, waggons, and trucks, and their officers and servants, and for the purposes of traffic of every description, the railways and portions of railways following (that is to say): so much of the Cornwall Railway as is situate and lies between the junction therewith of the intended Railway No. 3, and the West Cornwall Railway; the West Cornwall Railway; and the Newham branch of that 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 portion of railway 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 Company or Companies for the time being, owning, leasing, or working the respective railways and portion of railway 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 Company or Companies for the time being owning, leasing, or working the respective railways and portion of railway so run over and used, to afford all requisite facilities for the purpose; and to enable the Company and all other Companies and persons as aforesaid exercising the said running powers, 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 portion of railway, and to alter and restrict the tolls, rates, and duties to be hereafter taken upon the said railways and portion of railway, and the works and conveniences connected therewith.

7. To empower the Company, or to authorize and require the Cornwall Railway Company, or other the Companies for the time being owning, working, or leasing the Cornwall Railway, at such times and upon such conditions as, in default of agreement, shall be settled by arbitration or by the Railway Commissioners, or defined by the Bill, to lay down on so much of the Cornwall Railway as is situate and lies between the junction therewith of the intended Railway No. 3 and the West Cornwall Railway, an additional rail or additional rails, so as to adapt the same to the passage of engines and carriages on the narrow gauge as well as on the broad gauge.

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

9. To alter, amend, extend, enlarge, or to repeal, so far as necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts following, or some of them, that is to say, 9 and 10 Vic., cap. 335; 21 and 22 Vic., cap. 88, and the several other Acts relating to or affecting the Cornwall Railway Company, 5 and 6 William, IV., cap. 107; 26 and 27 Vic., caps. 113 and 198; and the

several other Acts relating to or affecting the Great Western Railway Company, 4 and 5 William IV., cap. 88, and the several other Acts relating to or affecting the London and South Western Railway Company, 7 and 8 Vic., caps. 18 and 59, and the several other Acts relating to or affecting the Midland Railway Company, 6 William IV., cap. 36, and the several other Acts relating to or affecting the Bristol and Exeter Railway Company, 7 and 8 Vic., cap. 68; and all other Acts relating to or affecting the South Devon Railway Company, 9 and 10 Vic., cap. 336, and all other Acts relating to or affecting the West Cornwall Railway Company, 36 and 37 Vic., cap. 162, and all other Acts relating to or affecting the Cornwall Minerals Railway Company, the Act 9 and 10 Vic., cap. 57, for regulating the gauge of railways, and all other Acts relating to or affected by the objects of the Bill, or any of them.

10. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish, extra-parochial, or other place, in or through which the said intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1875.

*Cope, Rose, and Pearson, 26, Great George-street, Westminster, Solicitors for the Bill.*

#### Board of Trade.—Session 1876.

##### Flint Gas and Water Works.

(Construction of new Works for the supply of Water to the Borough of Flint, in the County of Flint; To maintain existing Works for the supply of Gas and Water to the said Borough; Power to levy Rates; To break up Roads and Streets; to lay down Mains and Pipes; to abstract Water from Lands belonging to or held by the Trustees of Miss Maria Emma Elizabeth Conway Griffith, and of John Kingsby Huntley, Esq.; to sell or lease Undertaking; Incorporation of Public Acts; and for other Purposes).

NOTICE is hereby given, that the Flint Gas and Water Works Company (Limited) intend to make application to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December next, for a Provisional Order, pursuant to "The Gas and Water Works Facilities Act, 1870," on the part of the Flint Gas and Water Company (Limited) (hereinafter referred to as the Undertakers), for

the following or some of the following, among other purposes:

To supply water for public, domestic, and other purposes to the inhabitants and other persons within the borough of Flint, or some part or parts thereof respectively, and with this view to construct and maintain the works hereinafter mentioned, or some of them, wholly in the county of Flint, that is to say:

1st. To collect water by drainage or otherwise from certain lands belonging to the trustees of Miss Maria Emma Elizabeth Conway Griffith, number 326 on the Ordnance Plan of the parish of Flint; also, to abstract water from certain springs situate on lands belonging to the said Trustees of Miss Maria Emma Elizabeth Conway Griffith, and numbered 327, 328, and 281 on the said Ordnance Plan, the whole being in the occupation of Robert Wynne. To carry the water so collected by pipes through lands the property of John Kingsby Huntley, Esq., numbered 280 on the said Ordnance Plan, and now in his own occupation. The said water to be conveyed by pipes to be carried underground into a reservoir to be constructed in and near the north side of the said field numbered 280, with all suitable receptacles for collecting and filtering. Also for collecting other streams, springs, or rills of water from the upper part of the lands before mentioned, belonging to or held by the trustees of the said Miss Maria Emma Elizabeth Conway Griffith, and from the adjoining field numbered 315 on the said Ordnance Plan, belonging to the said John Kingsby Huntley, Esq., in his own occupation, and to convey the water so collected by pipes underground into the before-mentioned reservoir. Also, to lay pipes, valves, and other necessary apparatus underground to convey water from the proposed reservoir through the said field, numbered 280 on the said Ordnance Plan, to a certain lane or township road called Allt Goch Lane, and being numbered 330 on the said plan, conveying the pipes under the said lane into a field belonging to the said John Kingsby Huntley, Esq., numbered 234 on the said plan, and in his own occupation. The pipes being continued through the said field underground to the lower part thereof, where they will cross the Pentre Brook at a point where the feeder to the Cross Ati Corn Mill leaves the said brook into a field belonging to the said John Kingsby Huntley, Esq., numbered 233 on the said plan, and in his own occupation, proceeding thence to a township road or lane numbered 205 on the said plan, under which road they will pass into land belonging to Adam Eyton, Esq., and numbered 204 on the said plan, and in the occupation Mr. Richard Davies, and will be continued underneath a footpath through a field belonging to the said Adam Eyton, Esq., and numbered 177 on the said plan, in the occupation of the said Mr. Richard Davies; and continuing under the said footpath into a field belonging to Mr. Edward Williams, numbered 137 on the said plan, and in his own occupation, where they will enter into the Lower King's Ferry Turnpike-road, from which point they will be continued underneath the said turnpike road until they meet the existing system of pipes in the town of Flint. A branch main service pipe will be also laid from the said point, where the said turnpike road is reached underneath such turnpike road up to the end of the boundary of the borough of Flint, at its junction with the parish of Northop on the said turnpike road. The said works will be wholly situate in the parish of Flint, in the said borough of Flint:

2nd. To continue and maintain the existing works of water supply belonging to the Flint Gas and Water Company, Limited, which are

wholly situate in the township of Coleshill Fawr, in the parish of Holywell, and in the parish of Flint, both being within the said borough of Flint.

To construct and maintain in the said parishes and townships, approaches, roads, and ways, embankments, mains, pipes, culverts, cuts, drains, sluices, engines, filter beds, wells, tanks, valves, weirs, meters, and all other works and appliances and conveniences necessary in connection with the before-mentioned works, and for collecting, pumping, cleansing, storing, purifying, and distributing the water so to be collected, pumped and distributed.

To enable the undertakers to deviate from the line of works both vertically and horizontally.

To lay down and maintain pipes, culverts and other works in, over, under or across, and to cross, break open, alter, divert, or stop up for the purposes of the said intended works, either temporarily or permanently any turnpike roads, highways, footpaths, private roads, streets, bridges, canals, towing paths, railways, tramways, sewers, streams, brooks and watercourses in the said parishes and townships before mentioned.

To purchase and take by agreement any lands, houses, springs, streams, wells, waters, and other hereditaments requisite or desirable for the purposes aforesaid, and to acquire way leaves, water leaves, and easements in or over the same, and to confer, vary, or extinguish any rights or privileges connected therewith which would in any way interfere with the objects and purposes of the undertaking, and the objects and purposes of the said Provisional Order.

To exercise all such powers rights and privileges as are usually conferred upon Water and Gas Companies, or which may be necessary or expedient for carrying into execution any of the objects and purposes of the undertaking, and the objects and purposes of the said Provisional Order.

3rd. To continue and maintain the existing works of gas supply, and manufacture and storage of residual products belonging to the Flint Gas and Water Company, Limited, which are wholly situate in the parish of Flint, in the said borough of Flint.

To make proper provision for the prevention of waste, illegal use, obstruction or misuse, or wrongful use of the water and gas supplied, and to make proper and needful bye-laws and regulations in reference thereto, and to provide penalties for the breach thereof.

To demand, take and recover, rates, rents and charges, and to grant exemptions therefrom, and to make special contracts, agreements and charges for the supply of water and gas, and to confer other rights and privileges.

To regulate the capital of the Company, and to borrow on mortgage, bond or otherwise, any moneys which may be required for the purposes of the said undertaking.

To enable the undertakers to sell or lease their own undertaking or any water works and gas works hereafter to be acquired by them or any person or persons, corporation or corporations, and to enable such persons or corporations to purchase, maintain and carry on the same respectively.

To incorporate with the intended Provisional Order all or some of the powers and provisions of "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," "The Gas Clauses Act, 1847," "The Gas Clauses Act, 1871," "The Gas and Waterworks Facilities Acts, 1870 and 1873," "The Public

Health Act, 1875," and also such parts of "The Railways Clauses Consolidation Act, 1845," and the amending Acts as relates to roads and the temporary occupation of lands, and to other matters as may be deemed expedient, and also such other public general Acts, or parts thereof as may be found necessary.

Duplicate plans and sections, showing the line or situation and levels of the intended works, and the lands in or through which the same will be made, and the limits of the supply of the undertaking, will, together with a copy of this notice as advertised and published in the London Gazette, be deposited on or before the 30th day of November, 1875, in the office of the Clerk of the Peace for the county of Flint, at his office at Mold, and at the office of the Board of Trade, Whitehall, London, and printed copies of the draft Provisional Order may, on and after the 23rd day of December, 1875, be obtained at the offices of the Parliamentary Agents, 3, Storey's-gate, Westminster, or at the office of the Solicitors, Town Hall, Flint, at the price of one shilling each copy.

Printed copies of the said Provisional Order, when settled and made by the Board of Trade, will be deposited for public inspection in the office of the Clerk of the Peace for the said county of Flint, at his office at Mold, and at the office of the Board of Trade, Whitehall, London, and printed copies of the said Provisional Order, when settled, will also be deposited at the office of the Parliamentary Agents, 3, Storey's-gate, Westminster, or at the office of the Solicitors, Town Hall, Flint, and will then be furnished to all persons applying for them at the price of one shilling for each copy.

And notice is hereby further given, that all persons desirous of making any representation to the Board of Trade, or of bringing before the said Board any objection against this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, before the 15th day of January, 1876, and that copies of such representations or objections must, at the same time, be sent to the promoters of the undertaking, addressed to the office of Messrs. T. and V. Baines, Parliamentary Agents, 3, Storey's-gate, Westminster.

Dated this 16th day November, 1875.

*Boydell, Powell, and Taylor, Solicitors,*  
Town Hall, Flint.

*T. and V. Baines, Parliamentary Agents,*  
3, Storey's-gate, Westminster.

In Parliament.—Session 1876.

Forth Bridge Railway.

(Extension of Time for Purchase of Lands and Completion of Works; Power to enter into Working and Traffic and other Agreements with the North British Railway Company; Separation or Division of Capital and Revenues; Amendment of Acts and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Forth Bridge Railway Company, hereinafter called the Company, for leave to bring in a Bill for all or some of the following among other objects, powers, and purposes (that is to say):—

1. To extend the respective periods limited by "The Forth Bridge Railway Act, 1873," hereinafter referred to as the Act of 1873, for the compulsory purchase of lands and houses, and for the completion of the railways, bridge, and works by that Act authorised.

2. To enable the Company on the one hand, and

the North British Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works of the Company, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for or passing over the respective undertakings of the contracting Companies, and the division, appropriation, and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the contracting Companies.

3. To provide for the separation and apportionment of the capital of the Company to the separate works authorised by the Act of 1873, and to make other provisions, with reference to the division and regulation of the capital of the Company, and to provide for the revenues of the separate works being made applicable to the said separate or apportioned capital, and otherwise to provide for and regulate the dividends to be payable thereon.

4. To alter, amend, and enlarge, or repeal, so far as necessary, some of the powers and provisions of "The Forth Bridge Railway Act, 1873."

5. And it is proposed by the Bill to repeal, alter, or amend certain of the provisions of "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in or worked or authorised to be worked by 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, the 36th and 37th, the 37th and 38th, and the 38th and 39th years of the reign of her present Majesty; and all other Acts relating to the North British Railway Company, the North British Arbroath and Montrose Railway Act, 1871; the North British Arbroath and Montrose Railway Act, 1872; and the North British Arbroath and Montrose Railway Act, 1874; the Acts relating to the Devon Valley Railway Company, 21 and 22 Vict., cap. 122; 24 and 25 Vict., cap. 200; 26 and 27 Vict., cap. 124; 29 and 30 Vict., caps. 277 and 326; 31 and 32 Vict., cap. 2; 34 and 35 Vict., cap. 106; and all other Acts (if any) relating

to the Devon Valley Railway Company; Acts relating to the Edinburgh and Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160; 34 and 35 Vict., cap. 91; and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; the Acts relating to the City of Glasgow Union Railway Company, 27 and 28 Vict., cap. 286; and 28 and 29 Vict., cap. 247; 30 and 31 Vict., cap. 166; and 32 and 33 Vict., cap. 81; 34 and 35 Vict., cap. 126; 35 and 36 Vict., cap. 115; 36 and 37 Vict., cap. 189; and 37 and 38 Vict., cap. 61, and all other Acts relating to the City of Glasgow Union Railway Company; the North Monkland Railway Act, 1872; the Acts 16 and 17 Vict., cap. 119; and 23 and 24 Vict., cap. 134; 25 and 26 Vict., cap. 48, and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; and 25 and 26 Vict., caps. 45 and 47; the Carlisle Citadel Station Act, 1861; the Carlisle Citadel Station Act, 1873; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Edinburgh Loanhead and Roslin Railway Act, 1870; and the Edinburgh Loanhead and Roslin Railway Act, 1873; the Penicuik Railway Act, 1870; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; the Peebles Railway Act, 1853; and the Acts 20 and 21 Vict., cap. 14; and 24 and 25 Vict., cap. 114, relating to the Peebles Railway Company; the St. Andrews Railway Act, 1851; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vict., cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vict., cap. 248; 28 and 29 Vict., cap. 346; and 33 and 34 Vict., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vict., caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Vict., cap. 158; 28 and 29 Vict., cap. 186; 29 and 30 Vict., cap. 243; and 30 and 31 Vict., cap. 116; the Northumberland Central Railway Act, 1863; and the Northumberland Central Railway Act, 1867; the Broxburn Railway Act, 1867; the Dundee Sea Wall, Esplanade, and Street Act, 1868; the Newport Railway Act, 1866; the Newport Railway Act, 1867; the Newport Railway Act, 1870; and the Newport Railway Act, 1873; the Acts relating to the Leven and East of Fife Railway Company, that is to say: 15 and 16 Vict., cap. 95; 18 and 19 Vict., cap. 165; 19 and 20 Vict., cap. 24; 24 and 25 Vict., caps. 158 and 159; and 29 and 30 Vict., cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company; the Acts relating to the Forth and Clyde Junction Railway Company, that is to say: 17 Vict., cap. 125; 20 and 21 Vict., cap. 34; and 24 and 25 Vict., cap. 230; and all other Acts relating to the Forth and Clyde Junction Railway Company; and the Acts relating to the Trustees of the Queensferry Passage, viz.: 49 Geo. III, cap. 83; 54 Geo. III, cap. 138; 11 Geo. IV and 1 Will IV, cap. 115; 11 and 12 Vict., cap. 44; Edinburgh and Glasgow Railway Queensferry Act, 1863; North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, and all other Acts relating to such passage; and the Acts relating to the Burntisland Harbour and Dock, viz.: "The Burntisland Harbour and Dock Act, 1866," and "The Pier and Harbour Orders Confirmation Act, 1870 (No. 3)," relating to the harbour of Burntisland; and

"The Dunfermline and Queensferry Railway Act, 1873;" "The Kelvin Valley Railway Act, 1873;" "The Borrowstounness Town and Harbour Act, 1875;" and "The Burntisland Harbour Act, 1875."

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

7. 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, 1875.

Dated this 11th day of November, 1875.

*Millar, Allardice, Robson, and Innes,*  
W.S., Edinburgh, Solicitors.

*Simons, Wakeford, and Simson,* 11,  
George-street, Westminster, Par-  
liamentary Agents.

In Parliament.—Session 1876.

#### Metropolis Water Supply.

(Transfer to a Royal Commission of Powers and Property, Duties and Liabilities of Companies now supplying the Metropolis with Water; Annuities to Shareholders in those Companies and guarantee by Her Majesty's Treasury; Compensation to Officers; Dissolution of Companies; Amendment of Metropolis Water Acts, 1852 and 1871.)

IT is intended to introduce into the House of Commons in the next Session of Parliament a Bill for the following, or some of the following, among other purposes:—

1. The appointment of a Metropolitan Water Commission by Her Majesty in Council, and the incorporation of the said Commission with such name composed in such manner and with such powers as Her Majesty in Council shall from time to time determine, or as the Bill shall indicate, and with or without any remuneration to all or any of the members thereof.

2. The transfer to the said Commission of all the rights, powers, privileges, duties and liabilities (including therein the power to impose and receive water and other rents and rates), and of all the undertakings, reservoirs, works, pipes, plant fixed and moveable, buildings, lands, easements, chattels, reserve fund, and other property real and personal, or of such parts of the several matters aforesaid as the Bill shall define of the New River Company, the East London, the Southwark and Vauxhall, the West Middlesex, the Lambeth, the Chelsea, the Grand Junction, and the Kent Waterworks Companies, and the winding-up and ultimate dissolution of the same Companies.

3. The payment by the Commission to the shareholders of the said Companies of annuities by way of consideration for the transfer of their interest and property in the said Companies, and the payment by the Commission of compensation to the directors and officers of the said Companies, and the guarantee of such annuities and other payments by Her Majesty's Treasury out of the Consolidated Fund, or out of any other source that Parliament shall determine.

4. The supply by the Commission of water to the inhabitants within the limits defined in the Schedule to the Metropolis Water Act, 1852, or any other limits within which the said Companies do now supply or are bound to supply water, and for all the purposes for which the Companies are so bound, and the application to the Commission of the provisions of "The Metropolis Water Acts, 1852 and 1871," except-

ing in all matters conferring on the Board of Trade powers over Water Companies, and with such other exceptions as the Bill may define, and the levying by the Commission of rents and rates for such supply.

5. The borrowing of money by the Commission on the security of their income, or on the property transferred to them under the powers of the Bill, or on both of those securities; and the Bill will enable the Lords Commissioners of Her Majesty's Treasury, with the authority of Parliament, to guarantee interest on the money, or any part of the money, to be raised under the powers of the Bill, or to guarantee any other payments or annuities for which the Commission shall become liable under those powers.

6. The amendment of the "Metropolis Water Acts, 1852 and 1871," and the granting to the Commission additional powers with respect to constant supply and other matters, and the alteration, amendment, extension, and, if need be, the repeal of the various Acts relating to the said Water Companies, and any Act or Charter or Provisional Order or Certificate of the Board of Trade, relating to any Company or body or persons whose property or interests may be affected by the provisions of the Bill.

Dated this 17th day of November, 1875.

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

#### Mid-Wales Railway.

Abandonment of Railway authorized by "The Mid-Wales Railway (Western Extensions) Act, 1865;" Repeal or Amendment of Acts, &c.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the Mid-Wales Railway Company hereinafter called ("The Company") to abandon and relinquish the construction of the railways and works authorised to be constructed by "The Mid-Wales Railway (Western Extensions) Act, 1865," hereinafter called "The Act of 1865," and to release the Company from all penalties for not completing or opening such railways, and to vary or extinguish all rights, privileges, agreements, contracts, and arrangements, which would interfere with the objects of the intended Act, and to alter, amend, or repeal all or any of the provisions of the Act of 1865.

To alter, amend, vary, or repeal all or some of the provisions of the several local and personal Acts following, or some of them, that is to say: "The Mid-Wales Railway Act, 1859;" "The Mid-Wales Railway (Extensions) Act, 1860;" "The Mid-Wales Railway Act, 1861;" "The Mid-Wales Railway (Deviations, &c.) Act, 1862;" "The Mid-Wales Railway (Llangurig Branch, &c.) Act, 1863;" "The Mid-Wales Railway (Capital) Act, 1863;" "The Mid-Wales Railway Act, 1864;" "The Mid-Wales Railway (Western Extension) Act, 1855;" "The Mid-Wales Railway (Eastern Extension) Act, 1865;" "The Mid-Wales Railway Act, 1866;" "The Mid-Wales Railway Act, 1869;" and "The Mid-Wales Railway Act, 1872."

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

Dated the 5th day of November, 1875.

*S. F. and H. Noyes,* 1, Broad Sanctu-  
ary, Westminster, Solicitors for the  
Bill.

In Parliament.—Session 1876.

Southport Improvement Bill.

(Repeal, Consolidation, and Amendment of Acts; Extension of Borough Boundary to include District of Birkdale; Division into Wards; Dissolution of the Birkdale Local Board, and Transfer of their Powers, Property, and Liabilities; Purchase of Lands and Properties, compulsory or otherwise, for Markets, Gasworks, Slaughter-houses, and other purposes; Power to make new Streets, to widen and improve Streets; Extension of Time for Constructing Promenade; Power to Construct further Extensions thereof; Power to License Music and Dancing Places, and Marine-Store Dealers; Power to Purchase the Undertaking of the Southport Tramways Company, Limited; Increase or Alteration of existing Rates and Charges for the Supply of Gas; New and Extended Rating Powers; Power to Borrow Money, make By-laws, and impose Penalties; and for 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 Southport, in the county of Lancaster (who are hereinafter called "the Corporation"), for a Bill for the following, or some of the following, among other purposes, that is to say:—

To vary, amend, and enlarge, or to repeal wholly or partially, and to consolidate and re-enact "The Southport Improvement Act, 1865," "The Southport Improvement Act, 1871," "The Southport Improvement Act, 1875," and to incorporate with the said Bill *in extenso* or by reference, all or some of the powers and provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Commissioners Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," "The Cemeteries Clauses Act, 1847," "The Markets and Fairs Clauses Act, 1847," "The Artizans and Labourers Dwellings Improvement Act, 1875," "The Public Health Act, 1875," and also such parts of "The Railways Clauses Consolidation Act, 1845," relating to the recovery of damages and penalties, and to other matters as may be deemed expedient, and to extend the operation of the said Bill to the whole of the borough.

To alter and extend for municipal and other purposes the borough of Southport (hereinafter called "The Borough"), by adding thereto and including therein the whole of the district of the Birkdale Local Board, so as to include therein so much of the parish of North Meols, in the county of Lancaster, as is comprised in the following description:—

1. The whole of the existing borough.
2. The area included within the following limits, and hereafter referred to as "the extended area," that is to say:—

The area comprised within a boundary line commencing at a point 174 yards north-west from Fine Janes Brook, at the south-west corner of the existing borough, and proceeding thence along the north-westerly boundary of the township of Halsall to the north-east boundary of the township of Ainsdale, thence in a westerly direction along the northerly boundary of the township of Ainsdale across the Liverpool, Crosby, and Southport Railway, in a straight line to low water mark, thence along low water of spring tides, in a north-easterly direction to the existing north-westerly boundary of the existing borough, thence in a south-easterly direction along the existing north-westerly boundary of the borough to the

north-westerly boundary of the township of Halsall at the point of its commencement 174 yards north-west of Fine Janes Brook.

To provide for the division into wards of the area added to the borough within the extended limits, and for the election of aldermen and councillors for the same.

To grant to the area within the extended limits of the borough exemptions from the payment of county rates and other rates within the parishes and townships in which such area is now situate.

To dissolve the Local Board for the district of Birkdale, in the county of Lancaster, and to rescind and annul all resolutions and provisional orders whereby the Public Health, Local Government, or Sanitary Acts have been put in force within such district, and to repeal, so far as they relate thereto, all Acts confirming such orders, and to transfer to the Corporation all or some of the lands, buildings, gas mains, and other property of, and the estates, rights, powers, duties, privileges, and liabilities vested in or imposed on the said Board, and to provide for the payment of their debts, or for making other arrangements in respect of the disposition thereof.

To enable the Corporation to put in force, within the extended area, all or any of the powers and provisions of their existing Acts and Charter, and to make all other provisions and regulations necessary or expedient for effecting the proposed extension of the borough.

To authorise the Corporation to purchase and acquire by compulsion or agreement messuages, lands, and hereditaments, easements, and other property for all or any of the purposes of the Bill, and particularly so to purchase and acquire the following lands, buildings, easements, and property, and for the following purposes, that is to say:—

For erection of 40 cottages for the borough police and workmen employed by the Corporation, a piece of land on the south-west side of Kensington-road, within the borough, extending from Meols Cop-road north-west for a distance of 275 lineal yards, bounded on the north-west by lands belonging, or reputed to belong, to the trustees of Mr. Charles Scarisbrick, on the south-west by other land of the Corporation.

For Markets.—A piece of land situate within the borough containing 6,118 square yards, bounded on the north-west by Upper King-street, on the north-east by Eastbank-street, on the south-east by lands leased, or reputed to be leased, to Mrs. Marshall and Mr. Webster, and on the south-west by a proposed street to be called Market-street.

For Slaughter-houses.—A piece of land situate at Cop End within the borough, containing 4,840 square yards, bounded on the south-west by the gasworks railway siding, on the north-west by land belonging or reputed to belong, to the trustees of the late Charles Scarisbrick, on the north-east by other land belonging to the Corporation, and on the south-east by an occupation road leading from Meols Cop-road to the Lancashire and Yorkshire Railway.

For Gasworks.—A plot of land adjacent to the existing gasworks of the Corporation within the borough, containing 6 acres 0 roods 14 perches, bounded on the north by Pitt-street, on the east by Russel-road, on the west by Canning-road, and on the south by the present gasworks and Crowlands-street.

To enable the Corporation to make and maintain the following new streets, roads, and bridges, and improvements, and widening of existing streets, roads, and bridges wholly, in the county of Lancaster, namely:—

To continue Eastbank-street in a north-westerly

direction, commencing at the point of its junction with Lord-street and terminating at the Promenade at a point 20 feet north-east of the north-easterly fence of Osborne House.

To form a public square or open space 299 feet in length and 116 feet in width, bounded on the north-east by Duke-street, on the south-west by Nile-street, on the north-west by Upper King-street, and on the south-east by the north-westerly fence wall of the executors of the late Henry Lofthouse Foster.

To continue High Park-road in a northerly direction, commencing at a point at its junction with Park-lane and terminating at Roe-lane at its junction with Mill-lane and Moss-lane

To erect and maintain a foot bridge, with all proper approaches thereto, or conveniences, across the Lancashire and Yorkshire Railway, commencing at the junction of Bridge-street with Tulketh-street, and terminating in London-street at the entrance gate in that street to the Lancashire and Yorkshire Goods Yard.

To erect and maintain a foot bridge, with all proper approaches thereto, or conveniences, across the Lancashire and Yorkshire Railway, commencing in Virginia-street on lands leased, or reputed to be leased, to William Higson, at a point ninety-four feet east of the eastern boundary of the Infirmary, and terminating in London-street, at the entrance gate, in that street, of the goods yard of the Lancashire and Yorkshire Railway.

To widen and improve the following streets:—

1. Lord-street West, on the south-east side thereof, commencing at its junction with Duke-street, and terminating at Lulworth-road, in the township of Birkdale, at a point 11 yards west of Castle-walk.
2. Lord-street, on the south-west side thereof, commencing at its junction with Duke-street and terminating at the entrance to the Winter Gardens in Lord-street.
3. Lord-street, on the north-west side thereof, commencing at its junction with Bold-street, and terminating at its junction with Leicester-street.
4. Lord-street, on the south-west side thereof, commencing at its junction with Union-street, and terminating at a distance of 27 yards east of Union-street.
5. Lord-street, on the north-east side thereof, commencing at its junction with Nevill-street, and terminating at a point opposite the north-east end of the premises belonging or reputed to belong to Mr. Samuel Boothroyd.
6. Lord-street, on the north-west side thereof, commencing at a point opposite the north-west end of the premises belonging or reputed to belong to Mrs. Eleanor Barker, and terminating at a point opposite the north-east end of premises belonging to or reputed to belong to Mr. James Turvey.
7. Eastbank-street, on the north-east side thereof, commencing at its junction with Chapel-street, and terminating at its junction with Virginia-street.
8. Eastbank-street, on the south-west side thereof, commencing at its junction with Yellow House-lane, and terminating at its junction with Shakespeare-street.
9. London-street, on the south-west side thereof, commencing at its junction with Chapel-street, and terminating at the goods entrance of the Railway Station of the Lancashire and Yorkshire Railway Company.
10. London-street, on the north-east side thereof, commencing at its junction with

Hoghton-street, and terminating at its junction with Derby-road.

11. Seabank-road, on the south-west side thereof, commencing at its junction with Stanley-street, and terminating at its junction with the Promenade.
12. Seabank-road, on the north-east side thereof, commencing at its junction with Lord-street, and terminating at its junction with Adelaide-street.
13. Upper King-street, on the north-west side thereof, commencing at its junction with Eastbank-street, and terminating at its junction with Duke-street.
14. Upper King-street, on the south side thereof, commencing at its junction with Market-street, and terminating at its junction with Duke-street.
15. Hoghton-street, on the south-east side thereof, commencing at its junction with London-street, and terminating at its junction with Mornington-road.
16. Hoghton-street, on the north-west side thereof, commencing at its junction with London-street, and terminating at its junction with Hill-street.
17. Portland-street on the north-east side thereof, commencing at its junction with Lord-street, and terminating at its junction with Upper King-street.
18. Hill-street, on the south-west and north-east sides thereof, commencing at its junction with Lord-street, and terminating at a distance of thirty-one yards or thereabouts from Lord-street.
19. Crossens-road, on the east side thereof, commencing at a point opposite the gateway leading to the farm of which Mr. Thomas Linaker is the tenant, and the Scarisbrick Trustees, the owners or reputed owners, and terminating at the western gable of the houses belonging to, or reputed to belong to Mr. John Linaker, Thomas Baxendale, and Richard Wilkius, executors of the late John Baxendale.
20. Crossens-road, on the north-west side thereof, commencing at a point opposite the occupation road, called or known as Pool Foot, leading from Crossens-road to the Shore, and terminating at the eastern gable of house occupied by Alice Wareing, and belonging or reputed to belong to William Linaker.

To alter and widen the follow streets:—

1. The corner of Queen's-road, on the north-west side thereof, at its junction with Manchester-road, commencing at Manchester-road, at a point 20 yards north-west of the north-west side of Queen's-road, and terminating at a point in Queen's-road, 20 yards north-east of Manchester-road.
2. The corner of Queen's-road, on the south-east side thereof, at its junction with Manchester-road, commencing at the angle of the fence wall, and terminating at a point in Queen's-road 20 feet north-east from Manchester-road, and a point in Manchester-road 20 feet south-east from Queen's-road.
3. The corner of Duke-street, on the west side thereof, at the junction of Lord-street west, commencing at a point in Duke-street 11 yards north-west of Lord-street west, and terminating at a point in Lord-street west 12 yards south-west of the line of Duke-street.
4. The corner of Manchester-road on the south-west side thereof, at the junction thereof with Hoghton-street, commencing at a point in Manchester-road 16 feet north-west from

- Hoghton-street, and terminating at a point in Hoghton-street 16 feet south-west from Manchester-road.
5. The corner of Queen's-road, at the junction of Leyland-road, on the south-west side thereof, commencing at a point in Queen's-road 10 yards south-west from Leyland-road, and terminating at a point in Leyland-road 10 yards south-east of Queen's-road.
  6. The corner of Queen's-road, at the south-east side thereof, at a junction with Leyland-road, commencing at a point in Queen's-road 10 yards south-east from Leyland-road, and terminating at a point in Leyland-road 10 yards from Queen's-road.
  7. The corner of Hesketh-street, on the east side thereof, at the junction thereof with Manchester-road, commencing at a point in Hesketh-street 20 feet south-west from Manchester-road and terminating at a point in Manchester-road 20 feet east of Hesketh-street.
  8. The corner of Fleetwood-street, on the east side thereof, at its junction with Manchester-road, commencing at a point in Fleetwood-street 15 feet south-west from Manchester-road, and terminating at a point in Manchester-road 15 feet east of Fleetwood-street.
  9. The corner of Fleetwood-street, on the south-east side thereof, at its junction with Church-street, commencing at a point in Fleetwood-street 16 feet from the north-east side of Church-street, and terminating at a point in Church-street 16 feet south-east of Fleetwood-street.
  10. The corner of Fleetwood-street, on the north-east side thereof, at its junction with Church-street, commencing at a point in Fleetwood-street 16 feet north-east from Church-street, and terminating at a point in Church-street 16 feet north-west from Fleetwood-street.
  11. The corner of Scarisbrick-street, on the north-west side thereof, at its junction with Mornington-road, commencing at a point in Scarisbrick-street 16 feet south-west from Mornington-road, and terminating at a point in Mornington-road 16 feet north-west from Scarisbrick-street.
  12. The corner of Scarisbrick-street, on the south-east side thereof, at its junction with Mornington-road, commencing at a point in Scarisbrick-street 16 feet south-west from Mornington-road, and terminating at a point in Mornington-road 16 feet south-east from Scarisbrick-street.
  13. The corner of Tulketh-street, on the south-west side thereof, at its junction with Bridge-street, commencing at a point in Bridge-street 20 feet south-west from Tulketh-street, and terminating at a point in Tulketh-street 20 feet north-west from Bridge-street.
  14. The corner of Hill-street on the north-east side thereof, at its junction with Castle-street, commencing at a point in Hill-street 15 feet north-west from Castle-street, and terminating at a point in Castle-street 15 feet north-east from Hill-street.
  15. The corner of Hill-street, on the north-east side thereof, at its junction with Castle-street, commencing in Castle-street at a point 20 feet north-east from Hill-street, and terminating in Hill-street at a point 20 feet south-east from Castle-street.
  16. The corner of Bath-street, on the north-west side thereof, at its junction with Victoria-street, commencing in Victoria-street at a point 16 feet north-west from Bath-street, and terminating in Bath-street at a point 16 feet south-west from Victoria-street.
  17. The corner of Bath-street, on the north-west side thereof, at its junction with Victoria-street, commencing in Victoria-street at a point 16 feet north-west from Bath-street, and terminating in Bath-street at a point 16 feet north-east from Victoria-street.
  18. The four corners of Bath-street, at its junction with Bold-street, commencing respectively at a point 16 feet from each angle of present fence walls, and terminating at a point 16 feet the other way from each respective angle of said fence walls.
  19. The corner of Part-street, on the north-west side thereof, at its junction with Portland-street, commencing in Part-street, at a point 20 feet north-east from Portland-street, and terminating in Portland-street, at a point 20 feet north-west from Part-street.
  20. The four corners of Talbot-street, at its junction with Portland-street, commencing respectively at a point 20 feet from each angle of present fence walls, and terminating, at a point 20 feet the other way from each respective angle of said fence walls.
  21. The corner of Adelaide-street, on the north-west side thereof, at its junction with Leicester-street, commencing at a point in Leicester-street, 16 feet north-west from Adelaide-street, and terminating at a point in Adelaide-street 16 feet south-west from Leicester-street.
  22. The corner of Adelaide-street, on the north-west side thereof, at its junction with Leicester-street, commencing in Leicester-street, at a point 16 feet north-west from Adelaide-street, and terminating in Adelaide-street, at a point 16 feet north-east from Leicester-street.
  23. The corner of Saunders-street, on the north-east side thereof, at its junction with Albert-road, commencing in Saunders-street, at a point 20 feet north-west from Albert-road, and terminating in Albert-road, at a point 20 feet north-east of Saunders-street.
  24. The corner of Saunders-street, on the north-west side thereof, at its junction with Peter-street and commencing in Peter-street, at a point 16 feet south-west from Saunders-street, and terminating in Saunders-street, at a point 16 feet north-west from Peter-street.
  25. The corner of Leicester-street on the north-east side thereof, at its junction with Peter-street, commencing at a point in Peter-street 16 feet on the north-east from Leicester-street, and terminating at a point in Leicester-street 16 feet north-west from Peter-street.
  26. The corner of Manchester-road on the north-east side thereof, at its junction with Peter-street, commencing at a point in Peter-street 20 feet north-east from Manchester-road, and terminating at a point 20 feet south-east from Peter-street.
  27. The corner of Mount-street, on the east side thereof, at its junction thereof with Manchester-road, commencing at a point in Manchester-road 20 feet east of Mount-street, and terminating at a point in Mount-street 20 feet from Manchester-road.
  28. The corner of Mount-street on the west side thereof, at its junction with Manchester-road, commencing at a point in Mount-street 20 feet south of Manchester-road, and terminating at a point in Manchester-road 20 feet from Mount-street.
  29. The corner of Hawkshead-street on the

south-west side thereof, at its junction with Manchester-road, commencing at a point in Hawkshead-street eight yards south-east from Manchester-road, and terminating at a point in Manchester-road eight yards west of Hawkshead-street.

30. The corner of Hawkshead-street on the north-east side thereof, at its junction with Manchester-road, commencing at a point in Hawkshead-street eight yards north-west from Manchester-road, and terminating at a point in Manchester-road eight yards east of Hawkshead-street.

The above works and the land to be taken for the purposes thereof are situate in the parish of North Meols, and county of Lancaster.

To extend the time limited by "The Southport Improvement Act, 1871," for constructing the Promenade thereby authorised.

To enable the Corporation to extend the existing Promenade at Southport, and for that purpose to purchase by compulsion or agreement, and enter upon and take the lands and foreshores described in the plans and sections to be deposited for the purposes of the Bill, to erect thereon the works following, with all walls, bridges, groynes, jetties, piers, buttresses, approaches, and other works and conveniences required for such extension of the Promenade.

The works above referred to are the following, viz. :—

1. A new Promenade and Drive, 60 feet in width, commencing at Duke-street, within the borough, by a junction with the present Promenade, there at the point of its termination in Duke-street, and terminating at the north-west end of Oxford-road, in Birkdale, at a point of 82 yards south-east of the shore fence.
2. A similar new Promenade and Drive, 60 feet in width, within the borough, commencing at the north-east end of present Promenade, where that Promenade now terminates at Seabank-road, and terminating at a new road proposed to be made at a point 310 yards, in a north-easterly direction, measured from the end of Park-crescent, 50 yards south of high water mark at spring tides.

All which works and the lands to be taken for the purposes thereof, will be situated in the parish and county aforesaid.

To enable the Corporation to deviate laterally and vertically from the lines and levels of the works shown on the deposited plans.

To stop up, divert, and interfere with either, temporarily or permanently (and if permanently to appropriate the site of and extinguish all rights of way over) and to cross over, under or upon all such highways, thoroughfares, railways, water pipes, and telegraph apparatus, as it may be necessary or convenient to stop up, divert, interfere with, or cross for any purposes of the Bill, and to extinguish all rights of way, manorial, commonable, and other rights in, over, or upon any lands to be acquired under the powers of the Bill.

To authorise the Corporation to appropriate the whole or any portion of the lands to be acquired by them for the purposes of public open spaces, and to enclose, fence, plant, lay out, and ornament the same, and to make, alter, and enforce bye-laws relating to the management, regulation, and order of the same, the days, times, terms, and conditions for admission thereto, or exclusion therefrom, and the closing, wholly, or partially, the same or any of them, or any part or parts thereof, and of all footways in or through the same.

To authorise the Corporation to appropriate

and lay out for building purposes portions of any lands to be acquired by them under the powers of the Bill, and any other lands for the time being belonging to them, and to lay out and construct roads and footpaths therein, and to sell for a gross sum or sums, or annual rent charges, or to exchange or otherwise dispose of grant building and other leases, and let for building purposes all or any lands, buildings, and hereditaments, from time to time, belonging to or vested in them, and to sell or dispose of such annual rent charges, and the reversion in any land or buildings.

To vest, or provide for the vesting, in the Corporation, upon terms or conditions agreed upon, or to be agreed upon, or prescribed by the Bill, the undertaking, lands, and property of the Southport Tramways Company, Limited, and to provide for the payment of the debts, winding up the affairs and dissolution of that Company, and upon such vesting for the exercise by the Corporation of their powers, rights, and duties, and to enable that Company and all necessary parties, and the Corporation, to enter into and carry out agreements for all or any of these purposes, and to confirm, and if need be vary any such agreements already made, or to be made.

To increase the maximum price, the Corporation are authorised to charge for the supply of gas, and to enable the Corporation to vary the same, or to continue the provisions of any Provisional Order under which they are now allowed to charge a maximum price of 4s. 3d. per thousand cubic feet for gas.

To alter any existing tolls, rates, and charges now authorised to be levied within the borough, or any part thereof, and the mode of making rates; and to authorise the Corporation from time to time to make and levy new tolls, rates, and charges, for all or any of the purposes of the Bill, and to confer, vary, and extinguish exemptions from the payment of any existing or future tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

To alter and enlarge the present borrowing powers of the Corporation, and to enable them to apply their corporate funds and any moneys which they are already authorised to borrow, to the purposes of the Bill, and to consolidate their present mortgage debts, and to borrow further moneys by mortgage or annuities, and to charge the moneys borrowed or to be borrowed by the Corporation, or owing by them upon the Borough Fund, Borough Rate, lands, tenements, hereditaments, and property, and the rates, rents, tolls, and revenue of the Corporation, whether as a Municipal Corporation, or Sanitary Authority, and to alter the present mode of charging moneys borrowed, and to alter the provisions now in force as to the sinking funds to be set apart for paying off moneys borrowed by the Corporation and by the said Local Boards and Sanitary Authorities.

To authorise the Corporation to grant licences for the keeping of places as music or dancing rooms.

To prohibit the keeping of premises for the reception of marine stores except in pursuance of a licence granted by the Corporation.

To authorise the Corporation to make bye-laws as to the method of constructing privies, ashpits, and middens, and to determine whether they shall be water, earth, cinder sifter, or of other construction.

To prohibit the use or construction of any water-closets not having a continuous, constant, and sufficient supply of water, and to prescribe the diameter of the flushing pipe.

To fix a minimum size for sleeping rooms in new buildings.

To fix the height and other dimensions of bakehouses.

The Bill will enable the Corporation to carry the provisions of the Bill into effect as the urban sanitary authority of the borough, and to exercise all or any of the powers of the Sanitary Acts with or without modification, and so far as the Bill relates to the Corporation as a municipal body, will enable them to carry out the provisions of the Bill under and subject to the Municipal Corporations Acts, with such modifications as may be contained in the Bill, and to make and enforce bye-laws and regulations for all or any of the purposes of the Bill.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill; together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1875.

Dated this 15th day of November, 1875. !

*Keighley Walton*, Town Clerk, Southport,  
*S. H. Lewin*, 23, King-street, Parli-  
ament-street, Westminster, Parliamentary  
Agent.

In Parliament—Session 1876.

**Walsall Improvement Commissioners Gas Purchase.**

(Powers to Commissioners to purchase part of Gas Works Undertaking of Corporation of Birmingham, and to hold and use same; to extend existing limits of Gas Supply; to enlarge existing and construct New Works; to manufacture and supply Gas, &c.; to purchase Lands by compulsion, &c.; to break up Roads, &c.; to demand and levy special and other Gas Rates, Rents, and Charges; to enter into Agreements with Corporation of Birmingham; to borrow Money, grant Annuities, &c.; to borrow Money to pay off all existing Mortgages; Provisions as to payment of Costs and Expenses; Amendment of Acts; and other purposes.)

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

To alter, amend, enlarge and extend, and if necessary, repeal the Walsall Improvement and Market Act, 1848 (herein referred to as the Act of 1848), and the Walsall Improvement and Market Amendment Act, 1850 (herein referred to as the Act of 1850), or either of those Acts, and to enact other provisions in lieu thereof or in addition thereto.

To authorise the Commissioners appointed under and in pursuance of those Acts, or either of them (herein referred to as the Commissioners),

to purchase and acquire by agreement or otherwise, and to provide for the transfer to and vesting in the Commissioners of so much of the undertaking of the Birmingham and Staffordshire Gas Light Company's Undertaking acquired, or to be acquired by, or vested in the mayor, aldermen, and burgesses of the borough of Birmingham (herein referred to as the Birmingham Corporation) as consists of the lands, buildings, works, mains, pipes, plant, meters, fittings, and effects of that undertaking, situate within the borough of Walsall, in the county of Stafford (herein referred to as the borough), and all extensions thereto made by the Birmingham Corporation, upon such terms and conditions and stipulations as are contained in section 39 of the Birmingham (Corporation) Gas Act, 1875, or as have been or may be agreed upon between the Birmingham Corporation and the Commissioners, or as may be contained in the intended Act, and to make such further and other provisions as may be necessary or expedient for effectually vesting the said lands, buildings, works, and property in the Commissioners, and for enabling the Commissioners exclusively to exercise within their limits of gas supply as extended by the intended Act all such powers, rights, and privileges as now are or could be exercised by the Birmingham Corporation therein or in reference thereto.

To provide for the abolition, so far as relates to the Birmingham Corporation, of all powers, rights, and privileges now vested in or exercisable by them in reference to or connected with the aforesaid lands, works and property situate within the borough, and to relieve the Birmingham Corporation from all obligation to supply gas within the borough on the transfer and vesting of such lands, works, and property to and in the Commissioners.

To authorise and empower the Commissioners for the purposes of the said purchase, and other purposes to be authorised by the intended Act, to levy special gas rates, rents and charges, and new or increased gas rates, rents, and charges, in any part or parts of their limits of supply, as extended by the intended Act, and to vary such rates, rents, and charges, and to confer or extinguish exemptions from the payment of rates, rents, and charges, and to provide for the recovery and application thereof.

To alter and enlarge the powers of the Commissioners with respect to the borrowing and repayment of moneys, and to empower the Commissioners, to borrow further moneys, and also to empower them to borrow moneys for the purposes of the said purchase, and other purposes to be authorised by the intended Act, and to extend the time for the repayment of money authorised to be borrowed by them under the Act of 1848 and the Act of 1850, or either of those Acts, or otherwise, and to authorise the Commissioners to pay or discharge all arrears and accumulations of principal and interest in respect thereof, and to apply any rates, rents, and charges levied, or which they may be empowered to levy, under the powers of the intended Act, and all moneys now or hereafter under their control, to the purposes of the purchase of the gas works and property aforesaid, and for other the purposes of the intended Act, and to grant annuities, or rent-charges, or other annual sums or debenture-stock, and to borrow money on mortgage or debentures or debenture-stock. To authorise the conversion of annuities into debentures or debenture-stock, and to charge the gas undertakings, gas rents, revenues, and property which they may acquire under the intended Act, and their existing gas works under-

taking as extended and enlarged under the intended Act, and the improvement and other rates with and as security for all or any parts of such annuities, rent-charges, or annual sums of money, or money to be borrowed on mortgage or debentures or debenture-stock as aforesaid, and to authorise trustees and others to lend on mortgage, debentures, or debenture-stock of the Commissioners, and to take and hold annuities of the Commissioners.

To authorise the Commissioners to borrow any sum or sums of money in addition to any other moneys authorised to be borrowed by the intended Act for the purpose of paying off and discharging their existing mortgage and other debts of every class, including sewer, street improvement, and other mortgage debts, and to charge the same to the gas works capital account in the same manner as if such mortgage and other debts had been incurred for the purposes of their gas works undertaking.

To provide for the payment by the Commissioners of the costs, charges, and expenses of and incident to applying for and obtaining the intended Act, and to make provision with respect to the security to be given to the Birmingham Corporation, and for the protection of the Staffordshire Gas Annuitants in reference to the transfer aforesaid.

To extend and add to the limits within which the Commissioners are now authorised to supply gas, so as to comprise therein the whole of the borough and also so much of the township of the Foreign of Walsall as is not now within their existing limits of supply, and to empower the Commissioners to supply and deal in gas for private and public purposes within those extended limits.

To empower the Commissioners to exercise within such extended limits of supply all or some of the powers and authorities conferred upon them by the Act of 1848 and the Act of 1850, or either of those Acts, in reference to the supply of gas within their existing limits of supply, also the powers, rights, privileges, and authorities conferred upon and vested in the Birmingham Corporation, under and by virtue of the Birmingham (Corporation) Gas Act, 1875, as transferred to and vested in the Commissioners under the powers of the intended Act, and the powers contained in the intended Act, or any of such powers, in reference to or in connection with the supply of gas or otherwise within their limits of gas supply as extended by the intended Act.

To enable the Commissioners to demand, take, and levy rates, rents, and charges for and in respect of the supply of gas within such extended limits, and to vary the existing rates, rents, and charges which the Commissioners and the Birmingham Corporation, or either of them, are or may be authorised to demand and take, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges respectively.

To authorise the Commissioners to lay down, maintain, and renew mains, pipes, and other works in, through, across, and under, and for that purpose to break up and otherwise interfere with streets, roads, and other highways, bridges, and open ground, sewers, pipes, canals, towing-paths, rivers, streams, watercourses, railways, tramways, telegraph wires, posts, and other apparatus within their limits of supply as extended by the intended Act.

To empower the Commissioners to enlarge and extend their present gas works, situate in the township of the Foreign of Walsall, in the

borough, and to construct and maintain additional works for the manufacture of gas and for the manufacture and conversion of residual products, and for storing of gas and residual products on other lands to be acquired by them, as hereinafter described, or some of such lands.

To authorise the Commissioners to purchase by compulsion or by agreement, and to hold for the purposes of the intended Act the lands, houses, hereditaments, and premises following, or any of them, that is to say:—

1. A piece or parcel of land in the said Foreign of Walsall, within the borough at or near to a place called the Pleck, lying within an area bounded as follows, that is to say, by a line commencing at the point where the towing path of the Birmingham Canal adjoins that part of the north-westerly boundary wall of the Walsall Cemetery which is nearest to the Pleck, and proceeding in a south-westerly direction along the easterly and south-easterly side of such towing path for a length of 300 yards or thereabouts, thence in a south-easterly direction in a straight line for a length of 343 yards or thereabouts to the fence or boundary between the land of the trustees of William Stokes and the land belonging or reputed to belong to John Wood at a point which is 182 yards (measured along such fence or boundary) from the wall of the said cemetery, thence (from such last-mentioned point) in a northerly direction for a length of 54 yards along the last-mentioned fence or boundary, thence in an easterly direction (crossing the public footpath) for a length of 83 yards until it reaches the South Staffordshire Railway fence, thence in a northerly direction for a length of 235 yards or thereabouts along such fence until it reaches the boundary between the land belonging or reputed to belong to John Wood and the land belonging or reputed to belong to Herbert Perks (such last mentioned boundary being at or near to the south-easterly corner of the said cemetery), thence in a westerly direction for a length of 13 yards or thereabouts until it reaches the boundary wall of the said cemetery, and thence along the south-eastern, southern, and south-western boundary of the said cemetery, until it reaches the first-named point at which it commenced.

2. A piece of land in the said township of the Foreign of Walsall, measuring 15 yards in width or thereabouts for the whole length thereof, extending for a distance of 145 yards or thereabouts from the public carriage-road leading from Walsall to Wednesbury, near to the New Mills level railway crossing, and continuing along the eastern boundary fence, and forming part of land belonging or reputed to belong to the trustees of William Stokes, and which said piece of land contains 2,154 square yards or thereabouts, and runs near to and parallel, or nearly parallel, with a public footpath.

3. A plot or parcel of land consisting of several pieces of land situate at or near The Birchills, in the township of the Foreign of Walsall within the borough, containing 12a. 2r. 27p. or thereabouts belonging or reputed to belong to Messrs. Chavasse and others, or to the Birchills Hall Iron Company, Limited, and in the occupation of Samuel Birch, and bounded on the north by the London and North Western Railway; on the west partly by the Wyrley and Essington Canal and

partly by land now or late belonging or reputed to belong to Thomas Foster; on the south by lands belonging or reputed to belong to the Walsall Glue Company, Limited; and on the east by the public highway called Green Lane, leading from The Birchills to Leamore and Bloxwich.

4. The eight small cottages and land belonging or reputed to belong to Ephraim Richards, containing altogether 1,016 square yards or thereabouts, situate in the township of the Foreign of Walsall, in the borough, adjoining on the north-east to Wolverhampton-street on the north-west and south-west to the existing Gas Works of the Commissioners, and on the south-east to other land of the Commissioners.

All of which said several pieces or parcels of land and cottages and land are situate in the parish of Walsall, in the said county of Stafford.

To empower the Commissioners to construct and maintain works for the manufacture of gas, and to manufacture gas, and to manufacture and to convert residual products and to store gas and residual products on the aforesaid pieces or parcels of land and premises, firstly, thirdly, and fourthly described, or either of them, and also on a piece or parcel of land belonging to the Commissioners, purchased by them for those purposes which said piece or parcel of land adjoins their present gasworks in the said Foreign of Walsall, and is situate within an area bounded as follows, that is to say:—

On the north-western side by the said gasworks and land belonging to the Commissioners, and also by property of William Coath, on the southern or south-western side or end by the Birmingham Canal; on the south-easterly side by land and buildings belonging or reputed to belong to Ephraim Richards; and on the north-easterly side or end by Wolverhampton-street or road and by land of William Coath.

To alter, vary, or extinguish all existing rights and privileges connected with the aforesaid lands and premises, or any of them, and all other rights and privileges which may or could in any way impede or interfere with the carrying into effect of any of the objects and purposes of the intended Act.

To empower the Commissioners and the Birmingham Corporation to enter into and carry into effect agreements with respect to the several matters aforesaid, or any of them, relating to the transfer and vesting of the said gasworks undertaking, and to confirm such agreements as have been, or may be entered into prior to the passing of the intended Act, and to enable the Commissioners to enter into contracts and agreements with any sanitary, local authority, bodies, or persons for a supply of gas in bulk or otherwise.

The intended Act will vary and extend or repeal, alter, and consolidate all or some of the provisions of, amongst other local and personal Acts, the following:—The Walsall Improvement and Market Act, 1848, and the Walsall Improvement and Market Amendment Act, 1850; the Act 6 Geo. 4, cap. 79, and the Act 8 and 9 Vic., cap. 66; the Act 21 and 22 Vic., cap. 1, and the Act 27 and 28 Vic., cap. 239, relating to the Birmingham and Staffordshire Gas Light Company, the Birmingham (Corporation) Gas Act, 1875 (38 and 39 Vic., cap. 178), and the several Acts therein recited.

And the intended Act will incorporate with itself the provisions, or some of the provisions, of the Lands Clauses Consolidation Acts,

1845, 1860, and 1869; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Gas Works Clauses Act, 1847; the Gas Works Clauses Act, 1871; the Towns Improvement Clauses Act, 1847; the Towns Police Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847, and the Commissioners' Clauses Act, 1847, and the intended Act will vary or extinguish, exclude, or modify all existing powers, rights, privileges, and exemptions which would interfere with any of its objects and purposes, and will confer other powers, rights, privileges, and exemptions necessary or expedient for carrying any of such objects and purposes into effect.

And notice is also hereby given, that on or before the 30th November, 1875, duplicate plans of the lands intended to be taken compulsorily under the powers of the intended Act, with a book of reference to such plans and a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Stafford, at his office at Stafford, in that county, and with the parish clerk of the parish of Walsall aforesaid, at his residence.

Printed copies of the intended Act or 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, 1875.

*Samuel Wilkinson*, Walsall, Clerk to the Walsall Improvement Commissioners.  
*Durnford and Co.*, 45, Parliament Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Furness Railway.

(New Railways in Lancashire; New Roads and alteration and stopping up of Roads at Barrow and Grange in Lancashire, and at Millom in Cumberland; Additional Lands in the parishes of St. Bees, Whitbeck, and Whicham, in Cumberland, and Ulverston in Lancashire; Extension of Time and revival of Powers for completion of Works; Abandonment of portions of Company's existing Line; Additional Share and Loan Capital; Amendment or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Furness Railway Company (hereinafter called the Company), for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

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

Railway No. 1.—A railway (hereinafter referred to as Railway No. 1), commencing in the parish of Barrow-in-Furness, in the county palatine of Lancaster, by a junction with the railway of the Company (authorised by the Furness Railway Act, 1865, and now in course of construction) at or near a point thereon 30 chains or thereabouts (measured along the said railway in a northerly direction) from the bridge which carries the railway over the roads called or known as the Walney-road and the Hawcoat-road respectively, and at or near the point where those roads lead on to the sands, and terminating in the township or division of Above Town, in the parish of Dalton-in-Furness, in the same

county, by a junction with the main line of the Company at or near a point 28 chains or thereabouts (measured along the said main line in a northerly direction) from the point where such main line crosses on the level the public road leading from the town of Dalton to Roanhead, and which level crossing is called or known as the Thwaite Flat Level Crossing. The said intended Railway No. 1 will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Barrow-in-Furness, Dalton-in-Furness, Above Town, and Yarlside, all in the said county palatine of Lancaster.

Railway No. 2.—A railway (hereinafter referred to as Railway No. 2), commencing in the parish of Barrow-in-Furness, in the county palatine of Lancaster, by a junction with the intended Railway No. 1 at or near the public carriage road leading from Hawcoat to Roanhead, and 12 chains or thereabouts (measured along the said road in a south-easterly direction) from the entrance gate to the mansion-house belonging to Henry William Schneider, Esq., and known as Oak Lea, and terminating in the township of Dalton Proper, in the parish of Dalton-in-Furness, in the same county, by a junction with the railway of the Company known as the "Millwood Curve," at or near a point 20 chains or thereabouts (measured along the said curve) from the signal-box of the Company situate at the junction (known as "Park Junction") of the said curve with the main line of the Company, which said intended Railway No. 2 will be made or pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them (that is to say), Barrow-in-Furness, Dalton-in-Furness, Above Town, and Yarlside, all in the said county palatine of Lancaster.

Railway No. 3.—A railway (hereinafter referred to as Railway No. 3) to be wholly situate in the parish of Barrow-in-Furness, in the county palatine of Lancaster, commencing by a junction with the intended Railway No. 1, at or near the public road leading from the town of Dalton to Roanhead, and at or near a point thereon 12 chains or thereabouts (measured along the said road in a westerly direction) from the said level crossing known as the Thwaite Flat Level Crossing, and terminating by a junction with the intended Railway No. 2, at or near the public road leading from Thwaite Flat to Millwood at a point thereon 30 chains or thereabouts (measured along the said road in a southerly direction) from the said Thwaite Flat Level Crossing.

Railway, No. 4.—A railway (hereinafter referred to as railway No. 4) commencing in the township of Egton-cum-Newland, in the parish of Ulverston, in the county palatine of Lancaster, by a junction with the main line of the Company, at or near a point thereon called the Plumpton Junction, and terminating in the township or division of Bardsea, in the parish of Urswick, in the same county, at or near the public road known as Red-lane, at a point 33 chains or thereabouts (measured along the said Red-lane in a south-easterly direction) from the southern lodge of Conishead Priory, which said intended railway No. 4 will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (this is to say)—Ulverston, Egton-cum-Newland, Urswick, and Bardsea—all in the county palatine of Lancaster.

To authorise the Company to make and maintain the new street or road hereinafter described (that is to say)—

A new street or road to be wholly situate in the parish and borough of Barrow-in-Furness, in the county palatine of Lancaster, and to be in continuation of the street called or known as Greengate-street, in the said borough, commencing by a junction with the street called or known as Rawlinson-street, at the point where Greengate-street joins Rawlinson-street and terminating at a point 26 chains or thereabouts (measured in a straight line with Greengate-street) from the point of commencement as above described, and in connection with the said new street or road, and, so far as may be necessary for the purposes thereof, to alter and lower the levels of the street called or known as Marsh-street, in the said parish and borough at the point where the same will be crossed by the intended new street or road, and for a distance of 25 yards on each side of the said crossing.

To sanction and confirm the making by the Company of the following new road, in the township of Millom Below, in the parish of Millom, in the county of Cumberland, which has been constructed by the Company (that is to say)—

A new road commencing from and out of the road leading from the moor through Holborn-hill to Salthouse, at or near the Station Hotel, passing over the main line of the Company by means of a bridge, and terminating at or near the bridge carrying the Hodbarrow branch of the Company over the existing road which leads on to the sands.

To authorise the Company to make a new road in the said township of Millom Below and parish of Millom, commencing from and out of the new road lastly above described, at or near the bridge which carries that road over the railway of the Company, thence running in a north-westerly direction for a distance of 210 yards or thereabouts to, and terminating by, a junction with the said road leading from the moor through Holborn-hill to Salthouse, at a point 245 yards or thereabouts measured along that road in a westerly direction from the said Station Hotel:

To authorise the Company to make a new road to be wholly situate in the township of Broughton East, in the parish of Cartmel, in the county palatine of Lancaster, commencing from and out of the existing road from Grange to Holme Island, at or near the Grange Station of the Company, and to terminate by a junction with the said existing road at a point 37 chains or thereabouts (measuring along the said existing road in a north-easterly direction) from the said point of commencement.

To make provision for the dedication to the public of the roads the construction of which will be authorised or confirmed by the Bill, and with reference to the repair and maintenance thereof by the same persons and by the same means as other roads, streets, or highways in the parishes, townships, districts, or places within which the said first-mentioned roads will be situate, are for the time being repairable.

To authorise the Company to stop up and discontinue as public highways, and to extinguish all rights of way, or other public or private rights, over or affecting the same, and to appropriate to the purposes of the Company the following roads (that is to say):—

The road situate in the said township of Millom Below and parish of Millom, leading from the Station Hotel to the farm-house known as Lapstone Lodge, which road is crossed on the level by the railway of the Company at the point known as the Millom Level Crossing.

The road situate in the said township of Millom Below and parish of Millom, leading out of

the last-mentioned road at or near the station of the Company to the bridge carrying the Hodbarrow branch of the Company over the said road.

So much of the existing road from Grange to Holme Island as is situate between the commencement and termination of the intended new road lastly above described, and which portion of road is situate in the township of Broughton East, in the parish of Cartmel, in the county palatine of Lancaster.

To authorise the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and also for the purpose of extending the station siding and other accommodation of the Company and for the general purposes of their undertaking, the lands, houses, and buildings hereinafter described or referred to (that is say):—

Certain lands, houses, and buildings in the township of Preston Quarter, in the parish of St. Bees, in the county of Cumberland, adjoining and near the Preston-street Goods Station of the Company.

Certain lands, houses, and buildings in the townships of Preston Quarter and Hensingham, in the parish of St. Bees, in the county of Cumberland, near the Corkickle Station of the Company, and between that station and the Mirehouse Junction of the Company, and adjoining and on both sides of the railway of the Company.

Certain lands, houses, and buildings in the township and parish of St. Bees, in the county of Cumberland, adjoining and near the St. Bees Station of the Company, and on the east side of the railway of the Company.

Certain lands, houses, and buildings in the parish of Whitbeck, in the county of Cumberland, near the Bootle Viaduct of the Company, and adjoining the railway of the Company.

Certain lands, houses, and buildings in the parish of Whicham, in the county of Cumberland, adjoining and near to the Silecroft Station of the Company, and lying on both sides of the railway of the Company.

Certain lands, houses, and buildings, situate in the township of Ulverston, in the parish of Ulverston, in the county palatine of Lancaster, adjoining and near to the goods station of the Company at Ulverston.

To authorise the Company to levy tolls, rates, and duties for or in respect of the said intended railways and other works; to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all such turnpike roads, highways, streets, railways, tramways, canals, streams, rivers, navigations, and other works within or adjoining the aforesaid townships, parishes, districts, and extra-parochial and other places, or any of them as may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To revive the powers granted, and to extend the respective periods limited by the Furness Railway Act, 1867, and the Furness Railway Act, 1872, for the completion of the railway and works authorised by the said Furness Railway Act, 1867.

To authorise the Company to discontinue the use for public traffic of that portion of their main line in the parish of Barrow-in-Furness, in the County Palatine of Lancaster, as is situate and lies between the junction with their main

line of the intended Railway, No. 1, and the junction therewith (known as the Park Junction) of the Millwood curve of the Company.

To authorise the Company to abandon and discontinue for all purposes that portion of their main line in the parish of Barrow-in-Furness aforesaid, which is situate and lies between the said Park Junction and the Millwood Junction, and which portion of railway will be rendered unnecessary by reason of the construction of the intended railways Nos. 1, 2; and 3, and to authorise the Company to retain, for the purposes of their undertaking, or to sell and dispose of all or any of the lands on or over which the portion of railway to be abandoned has been constructed, and any lands of the Company adjoining or near thereto, or used in connection therewith, or for the purposes thereof.

To authorise the Company to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, or any or either of them, by the creation of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing on mortgage or bond, and by the creation of debenture stock, or by any or either of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

To confer upon the Company all such rights, powers, privileges, and authorities as may be necessary or expedient for carrying the objects and purposes of the Bill into complete and full effect, and 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 incorporate with the Bill the necessary provisions of all or some of the following Acts, viz.:—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.

To alter, amend, extend, enlarge, or to repeal so far as may be necessary for all or any of the purposes of the Bill, all or some of the powers and provisions of the several local and personal Acts relating to or affecting the Company (that is to say),—18 and 19 Vic., cap. 173; 21 and 22 Vic., cap. 98; 25 and 26 Vic., caps. 89 and 133; 26 and 27 Vic., caps. 82 and 89; 28 and 29 Vic., cap. 179; 29 and 30 Vic., caps. 132, 176, and 236; 30 and 31 Vic., cap. 104; 32 and 33 Vic., cap. 154; 35 and 36 Vic., caps. 83 and 99; 38 and 39 Vic., cap. 191, and all other Acts relating to or affecting the Company.

And notice is hereby further given, that plans and sections relating to the purposes of the Bill, and plans of the lands and other property intended to be taken, together with a book of reference to such plans, an Ordnance map with the lines of the intended railways delineated thereon, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the County Palatine of Lancaster, at his office at Preston, in that county, and with the clerk of the peace for the county of Cumberland, at his office at Carlisle, in that county, and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference, respectively as relate to each parish or extra-parochial place in or through which the

intended 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 also given, that on or before the 21st day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November, 1875.

*Currey and Holland*, 14, Great George-street, Westminster, Solicitors for the Bill.

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

In Parliament—Session 1876.

Waterford and Limerick Railway Company.

(Construction of Extension Railway and Embankment Quay, or Wharf Wall at Waterford—Compulsory Purchase of Lands—Additional Capital and Borrowing Powers—Change of Name, of Places of Meeting, and Scale of Voting—Cancelling or Alteration of Agreements with Great Western Railway Company—Agreements and Working Arrangements with that Company—Working Arrangements with Waterford and Central Ireland Railway Company—Incorporation of Acts—Amendment of Acts—and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session thereof by the Waterford and Limerick Railway Company (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following, among other objects, powers, and purposes (that is to say):

1. To empower the Company to make and maintain the railway, embankment, quay, or wharf wall, and works hereinafter described, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, landing stages, quays, wharfs, approaches, sidings, and conveniences connected therewith, respectively (that is to say):

(a) A railway commencing in the townland of Newrath, in the parish of Kilculliheen, in the county of Waterford, by a junction with the Waterford and Limerick Railway, in the old terminus or goods station of that railway, at a point twenty-six yards or thereabouts westward of the east end of the said old terminus or goods station, and passing thence from, in, through or into the parish, townlands, and extra-parochial places of Newrath, Mount Misery, Kilculliheen, and intake or reclamations from the bed and soil of the River Suir, in the county of Waterford, and Mount Misery, the bed and soil of the River Suir, all in the parish of Kilculliheen, or extra-parochial, in the county of the city of Waterford, or some or one of them, and terminating in the townland of Mount Misery, in the parish of Kilculliheen, in the county of the city of Waterford, in the old timber-yard at a point in the south-east corner of that timber-yard at or near the southern end of the lane or passage leading under the house No. 13, Sion-row, from the public road leading from Waterford to New Ross to the River Suir.

(b) An embankment, quay, or wharf wall to be situate in the townland of Mount Misery, in the parish of Kilculliheen, and the bed and

soil of the River Suir, in the townland of Mount Misery, in the parish of Kilculliheen, or extra-parochial, all in the county of the city of Waterford, commencing in the said townland of Mount Misery on the left bank of the River Suir, at a point four yards or thereabouts eastward of the north end of the bridge over the River Suir at Waterford, and terminating in the said townland of Mount Misery on the said left bank of the River Suir at the point in said old timber-yard hereinbefore described as the point of the termination of the railway hereinbefore described.

2. To empower the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, turnpike roads, streets, highways, roads, railways, tramways, bridges, drains, sewers, navigations, rivers, canals, streams, and watercourses, gas, water, and other pipes, telegraphs and telegraph apparatus in the parish and places hereinbefore mentioned, so far as may be necessary in constructing or maintaining the said intended railway, embankment, quay, or wharf wall and other works, or for other the purposes of the Bill, and to deviate horizontally from the lines of railway, embankment, quay, or wharf wall and other works, to the extent shown on the plans hereinafter mentioned, and vertically from the levels of the said lines, as shown upon the sections hereinafter mentioned to any extent to be authorized by the Bill, and the Bill will grant to the Company the usual powers for the construction and maintenance of a railway, and especially the powers contained in the 16th section of the Railways Clauses Consolidation Act, 1845, and also the powers contained in "The Harbours Docks and Piers Clauses Act, 1847," with respect to the construction and maintenance of piers, wharfs, and the works connected therewith.

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

4. To empower the Company to purchase so much of any property as they may require for the purposes of the Bill, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

5. To levy tolls, rates, dues, duties and charges, in respect of the intended railway, embankment, quay, wharf wall, and works, and the conveyance, landing and embarking of passengers, animals, minerals, goods, merchandise and other traffic thereon, to alter existing tolls, rates and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates and charges.

6. To amend section 3 of "The Waterford and Limerick Railway Act, 1845," hereinafter called the Act of 1845, and to change the name and the common seal of the Company.

7. To amend section 10 of the Act of 1845, and to alter and define the places at which meetings of the Company shall be held, or to empower the directors of the Company to prescribe those places, or to make section 66 of "The Companies Clauses Consolidation Act, 1845," applicable to such meetings.

8. To amend section 13 of the Act of 1845, and to alter the scale according to which shareholders may vote, or to make section 75 of "The Com-

panies Clauses Consolidation Act, 1845," applicable to the Company and its shareholders.

9. To empower the Company to increase their capital, and to raise a further sum of money for all or any of the purposes of the Bill, and for the general purposes of the Company, by the creation and issue of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

10. To amend, alter, or repeal, in whole or in part, "The Waterford and Limerick Railway (Arrangements) Act, 1866," and "The Waterford and Limerick Railway Act, 1873," and to cancel, rescind, and annul, or to modify, alter, amend, or vary, in whole or in part, the agreement between the Company and the Great Western Railway Company, dated the 18th day of April, 1872, made, or purporting to be made, in pursuance of

The Waterford and Limerick Railway (Arrangements) Act, 1866," and the two agreements between the Company and the Great Western Railway Company, dated respectively the 13th day of December, 1872, and the agreement between the Company and the Great Western Railway Company, dated the 13th day of June, 1873, respectively set forth and numbered respectively 3, 4, and 5, in Schedule C of "The Waterford and Limerick Railway Act, 1873," and to cancel, rescind, and annul, or to modify, amend, alter, or vary all or some of the acts done and proceedings taken under the said Acts and the said agreements, or either of them, or for carrying into effect the provisions of the said Acts and agreements, or otherwise, with reference thereto, and to make other provisions in lieu thereof, and to make such other provisions with reference to the several matters before mentioned, as the Bill will provide.

11. To authorize the Company on the one hand, and the Great Western Railway Company on the other hand, from time to time, to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the railways and works of the Company, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant and machinery, the appointment, payment and removal of officers and servants, the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from such traffic, the appointment of a joint committee or committees for the purposes of such contracts and agreements, or some of them.

12. To confirm any agreement or agreements which have been made or may be made between the Company and the Great Western Railway Company, in relation to the matters aforesaid, or any of them, or in relation to any guarantee by the Great Western Railway Company, of interests, dividends, annual or other payments to the Company, or as to any advance or advances of money made or which may be made by the Great Western Railway Company to the Company, or as to the accounts, balances and credits between the said Companies, and also to confirm any agreement or agreements which have been made or may be made between the said Companies or either of them, or any other person or persons

having relation to the matters aforesaid or any of them; and to alter and vary if necessary any subsisting agreements between the Companies having relation to the matters aforesaid or any of them.

13. To enable the Company on the one hand, and the Waterford and Central Ireland Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the intended railway, embankment, quay, or wharf wall, and other works, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division, appropriation, and apportionment of the revenue arising from such traffic or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for carrying into effect any such agreement, and to confirm and give effect to any agreement already made, or which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

14. The Bill will vary and extinguish all existing rights and privileges inconsistent with or which would interfere with its objects, and will confer other rights and privileges. And it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railways Acts (Ireland) 1851, 1860, 1864, and 1869," "The Regulation of Railways Act, 1868," and "The Harbours Docks and Piers Clauses Act, 1847."

15. The Bill will so far as may be necessary or expedient repeal, alter, extend or amend the provisions or some of the provisions of the local and personal Acts following or some of them (that is to say): 8 and 9 Vic., cap. 131; 10 and 11 Vic., cap. 231; 13 and 14 Vic., cap. 29; 14 and 15 Vic., cap. 110; 18 and 19 Vic., caps. 73 and 76; 23 and 24 Vic., cap. 160; 25 and 26 Vic., cap. 191; 27 and 28 Vic., cap. 236; 29 and 30 Vic., cap. 272; 31 and 32 Vic., cap. 88; 35 and 36 Vic., cap. 185; and 36 and 37 Vic., cap. 178; and any other Acts relating to the Waterford and Limerick Railway Company; also 8 and 9 Vic., cap. 87; 11 and 12 Vic., cap. 61; 13 and 14 Vic., cap. 62; 14 and 15 Vic., cap. 141; 21 and 22 Vic., cap. 48; 31 and 32 Vic., cap. 141; and "The Waterford and Central Ireland Railway Act, 1872," and any other Acts relating to the Waterford and Central Ireland Railway Company; also 5 and 6 Will. 4, cap. 107; "The Great Western Railway Act, 1851;" "The Great Western (Birmingham and Chester Railways) Act, 1854;" "The South Wales Railway Consolidation Act, 1855;" "The Great Western Railway (Capital) Act, 1861;" "The West Midland and Severn Valley Railway Act, 1861;" "The West Midland Railway (Additional Works) Act, 1862;" "The Great Western Railway (West Midland Amalgamation) Act, 1863;" "The Great Western Railway (South Wales Amalgamation) Act, 1863;" "The Great Western Railway (Vale of Neath Amalgamation) Act, 1866;" "The Great Western Railway

(Wycombe Railway Transfer) Act, 1866; "The Great Western Railway Act, 1868;" "The Great Western Railway Act, 1869;" "The London and North Western Railway (Additional Powers) Act, 1870;" "The Great Western Railway (Additional Powers) Act, 1871;" "The Great Western Railway (Swansea Canal) Act, 1872;" "The Great Western Railway Act, 1873;" "The Great Western Railway Act, 1874;" "The Great Western Railway Act, 1875;" and any other Act or Acts relating to or affecting the Great Western Railway Company.

16. Duplicate plans and sections describing the lines, situations, and levels of the proposed railway, embankment, and other works, and the lands, houses, and other property, in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands, houses, and other property, and also an ordnance map with the lines of the said railway delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the Dublin Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerks of the Peace for the county and city of Waterford, at their respective offices in Waterford; 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 parish and places in or through which the said works are intended to be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this notice will be deposited for public inspection with the Clerk of the Waterford Union, at his office at the Union Workhouse at Waterford.

17. 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 10th day of November, 1875.

*J. O'Connor*, 77, Dame-street, Dublin, Solicitor for the Bill.

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

In Parliament—Session 1876.

Mersey Railway.

(Extension in Liverpool; Extension of Time for Authorised Railways; Agreements with Corporation of Liverpool and Mersey Docks and Harbour Board; Working and Traffic Arrangements, Money Powers; Amendment of Acts, &c.)

NOTICE is hereby given, that the Mersey Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for an Act to enable the Company to effect the following purposes, or some of them, viz.:—to make and maintain the railways hereinafter described, with all needful stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

A Railway, No. 1, commencing by a junction with the authorised Mersey Railway, about 18 yards, measured in a northerly direction from the northern heel post of the Inner Lock Gates to Manchester Dock, and terminating on the southern side of Dundce-street, about 30 yards from the junction of that street with Waterloo-road.

A Railway, No. 2, commencing by a junction with the said authorised Mersey Railway at a point at or near the centre of Lord-street,

about 42 yards, measured along the centre of Lord-street, in a westerly direction from the centre of Doran's-lane, and terminating on the southern side of Crosshall-street, about 8 yards, measured in a westerly direction from the junction of that street with White-chapel.

The above mentioned Railways will be situate wholly in the parish and borough of Liverpool, and in the County Palatine of Lancaster.

And the intended Act will enable the Company to exercise the following powers, viz.:—

To apply any capital or funds at their disposal or authorised to be raised by them to the purposes of the intended Act, or any of them, and to raise further sums for such purposes, or any of them, and also for the general purposes of their undertaking by the creation of new shares or stock, with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bond or by any of those means.

To appropriate or use any street, square, road, or land traversed or by the intended Railways, and also to acquire compulsorily any easement only for the purpose of the said intended Railways through or under the ground, and all buildings traversed by the intended Railways.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended Railway, and works, and particularly to stop and appropriate the sites of Button-street, Derby-street, Cumberland-street, Peter-street, Galton-street, Glasgow-street, and Barton-street.

To underpin or otherwise secure buildings which may be rendered insecure by any of the authorised or intended works of the Company, and which buildings the Company do not desire to purchase for the purposes of their undertaking.

To purchase lands, houses, and other property, compulsorily and by agreement, for the purpose of the intended Act, and to vary and extinguish any rights and privileges in connection with such lands, houses, and property.

To deviate laterally from the lines and vertically from the levels and gradients shown on the plans and sections hereinafter mentioned to such an extent as may be found necessary or expedient in the construction of the said intended Railways and works, and for continuing the communication between the sewers, drains, and water and other existing or authorised works or pipes on either sides thereof.

The intended Act will authorise the Company and the Corporation of Liverpool, and the Mersey Docks and Harbour Board to make and carry into effect agreements with respect to the occupation, for the purposes of the proposed undertaking, of lands or property vested in or under the control and management of the said Corporation and Board, and with respect to the construction of railways, works, and buildings, in and over the same; and also with respect to the construction of approaches and accesses to and communications through the property to be acquired by the Company, and the construction and use of streets, subways, sewers, drains, tramways, junctions, and other works, and the payments to be made by either of the parties towards the construction and maintenance of any such approaches, accesses, communications, streets, subways, sewers, drains, junctions, and works, and the acquisition and appropriation of lands and property and the contribution of funds, and any incidental matters.

And it is intended to levy tolls, rates, and

charges in respect of the intended Railways, to alter and repeal the tolls, rates, and charges authorised to be taken by the "Mersey Railway Act, 1866," and to levy other tolls, rates, and charges in lieu thereof.

The Act will extend the time limited by the Mersey Railway Act, 1874, for the purchase of land and completion of the Railways authorised by the Company's Acts.

The Act will also enable the Company on the one hand, and the Great Western Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Lancashire and Yorkshire Railway Company, or any one or more of these Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the undertaking of the Company, or any part or parts thereof, the supply of rolling stock and plant, the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, accommodation, and conveyance of the traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from the traffic, and to authorise the contracting Companies to apply any money which they have raised or may raise to the above purposes, and to appoint joint committees for carrying into effect any such agreement as aforesaid; and the Act will confirm any agreement already made or which previously to the passing of the intended Act may be made touching any of the matters aforesaid.

The intended Act will provide for the surrender and cancellation of any shares in the capital of the Company which have been issued or authorised to be issued, for the creation of other shares in lieu thereof, for the compromise of all claims against the Company, for the appointment of directors, and an increase in the number thereof, and will vary and extinguish all existing rights and privileges which will interfere with its objects, and it will also incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863 and 1869;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Acts, 1860 and 1869;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" with such modification of the provisions of those Acts as may be contained in the intended Act, with respect to the assessing of compensation in respect of property injuriously affected, the prevention of frauds upon the Company, and obstructions upon the intended or authorised railways, or any of them, or otherwise; and will amend and enlarge the powers and provisions of the 5th and 6th Wm. IV., cap. 107, and of the several other Acts relating to the Great Western Railway Company, also of the 9th and 10th Vic. cap. 204, and of the several other Acts relating to the London and North Western Railway Company, also of the 7 and 8 Vic. cap. 18, and of the several other Acts relating to the Midland Railway Company, also of the 9 and 10 Vic. cap. 71, and of the several other Acts relating to the Great Northern Railway Company, also of the 12 and 13 Vic. cap. 81, and of the several other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, also of the 1 and 2 Wm. IV. cap. 6, and of the several other Acts relating to the Lancashire and Yorkshire Railway Company, 20 and 21 Vic. cap. 162, and all other Acts relating to or affecting the Mersey

Docks and Harbour Board; all Acts relating to or affecting the Corporation of Liverpool, and the Mersey Railway Act, 1866, the Mersey Railway Act, 1868, the Mersey Railway Act, 1871, and the Mersey Railway Act, 1874.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed new railways and works and showing the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of such lands, houses, and other property; also a map with the lines of railway delineated thereon, so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, and with the Clerk of the Peace for the borough of Liverpool, at his office in Liverpool, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial chapelry, or place in or through which the intended works will be made, or in which any 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 each extra-parochial chapelry or extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 12th day of November, 1875.

*Gill and Archer*, 14, Cook-street, Liverpool, Solicitors.

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

In Parliament—Session 1876.

Great Northern London Cemetery.  
(Powers for Sale, Lease, &c., of surplus Lands and Property of Company, and Repeal of Restrictions relating thereto; Arrangements with Great Northern Railway Company; Provisions as to removal of bodies from unconsecrated portion of Cemetery; Reduction of Fees payable to Incumbents and others, and Repeal of Provisions of Act of 1855 relating thereto; Extension of Time for Sale of Surplus Lands; Amendment or Repeal of Acts.)

NOTICE is hereby given, that the Great Northern London Cemetery Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following purposes; that is to say:

1. To enable the Company to sell, lease, exchange, or otherwise dispose of the whole or any part of the lands, buildings, stations, and other property purchased and acquired by them in the parishes of St. Pancras and Finchley, in the county of Middlesex, and in the parish of East Barnet, in the county of Hertford, which have not been consecrated, and which are not now required for the purposes of the Company's undertaking, whether the same shall have been set apart or used as a burial ground or not, and to authorise the erection of houses or buildings upon such lands, and to exempt such lands and the purchasers and lessees thereof from the operation of an Act passed in the 18th and 19th years of the reign of Her present Majesty,

intituled "An Act for Making and Maintaining the Great Northern London Cemetery, and for other purposes" (which Act is hereinafter referred to as the Act of 1855), and to repeal all other restrictions and conditions affecting such lands, buildings, station, and property, so that the Company may sell, lease, exchange, or otherwise deal therewith, free from all incumbrances and restrictions whatsoever, as and when they may think fit.

To alter and reduce the fees now payable by the Company to incumbents of parishes and ecclesiastical districts or others, in pursuance of the provisions in that behalf contained in section 39 of the Act of 1855, and to alter and repeal that section, and all other provisions of the said Act relating to the said fees, and to fix and determine the fees to be hereafter payable by the Company to such incumbents and others, and to authorise the Company and such incumbents and others to enter into, and carry into effect, agreements and arrangements with reference thereto.

To authorise and require the Company, subject to such conditions and restrictions as the Bill shall prescribe, to remove the bodies buried in any part of the unconsecrated portion of their cemetery to any other portion of the said cemetery.

To authorise arrangements between the Company and the Great Northern Railway Company for, or with reference to, the sale, surrender, or release by the Company to the said Railway Company of any lands, railway approaches, sidings, stations, buildings, and property, or any easement or right, now belonging to, or held, or enjoyed by, the Company.

To extend the time limited for the sale of the surplus lands of the Company, and to confer upon the Company new and further powers with reference thereto.

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

To alter, amend, extend, enlarge, or to repeal the provisions, or some of the provisions, of the Act of 1855, and of any other Act relating to or affecting the Company or their undertaking.

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

Dated this 18th day of November, 1875.

*Harrison, Beal, and Harrison*, 19, Bedford-row, W.C., Solicitors for the Bill.

*J. B. Batten*, 32, Great George-street.

*Toogood and Ball*, 16, Parliament-street, Westminster.

Parliamentary Agents.

#### Ivel Navigation.

(Power to Sell and Transfer the Undertaking or to Close the Navigation for Traffic, and to sell Lands and other Property of the Commissioners; Extinction of Debts and of the Commission; Repeal or Amendment of Act; and other purposes.)

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

To repeal, enlarge, or amend an Act passed in the thirteenth year of the reign of His late Majesty King George the 2nd, chapter 62, intituled, "An Act for making the River Ivel and

the branches thereof Navigable from the River Ouze at Tempsford, in the county of Bedford, to Shotling Mill, otherwise called Burnt Mill in the parish of Hitchin, in the county of Hertford, and to Black Horse Mill, in the parish of Bygrave, in the said county of Hertford, and to the South and North Bridges in the town of Shefford, in the said county of Bedford."

To authorise the Commissioners, acting in the execution of the said Act (hereinafter called "the Commissioners"), to sell and dispose of, in whole or in lots, by public auction or private contract, or in such other manner as may be provided by the intended Act, the undertaking of the Commissioners, and the lands and hereditaments acquired at law or in equity by the Commissioners, and all the estates, rights, titles, interests, powers, authorities, and privileges of the Commissioners, or to the Commissioners in anywise belonging, together with all the right of way or navigable communication from the locks, reservoirs, cuts, and basins of the Commissioners over and along their navigation.

To authorise the Commissioners to transfer the navigation, lands, hereditaments, property, and premises of the Commissioners to the purchaser or purchasers, transferee or transferees thereof, as the case may be, freed and discharged from all charges, debts, incumbrances, liens, and liabilities affecting the same, whether created by the Commissioners under any Act or Acts of Parliament, or otherwise howsoever, and from all claims or demands of the Commissioners.

To authorise the purchaser or purchasers, upon such sale or transfer as aforesaid, to hold the said navigation, or the site thereof, and the lands, hereditaments, property, and premises to him or them and his or their heirs and assigns, or in case such sale or transfer be made to a Corporation, then to such Corporation and their successors, with full benefit and enjoyment of all rights, powers, authorities, advantages, and privileges given to or conferred upon the Commissioners, by any Act or Acts of Parliament or otherwise howsoever, and, if the said undertaking be sold as a whole, to empower such purchaser or purchasers, transferee or transferees, as the case may be, to receive, take, and enjoy all tolls, rates, rents, charges, fines, and penalties in all respects as the Commissioners are or were authorised to do, and generally to stand in the place of the Commissioners.

If the undertaking be not sold as a whole, to make provision for closing the navigation for traffic and for discontinuing the preserving, maintaining, and using the canal, locks, reservoirs, basins, and other works of the Commissioners.

To extinguish or provide for the extinguishment of all tolls, rates, duties, charges, and all rights of way, liberties, easements, and all other rights and privileges, of every description, upon, over, or along the said navigation lands, or into the locks, reservoirs, or basins of the Commissioners, or in any manner connected with their undertaking, or any of their lands, estates or property.

To make provision for the application of the proceeds of any sale or sales of the navigation or the site thereof, and of the lands, houses, locks, reservoirs, basins, rights of way, or navigable communication, and other property of the Commissioners, as assets of the Commissioners.

To authorise the relinquishment or abandonment of the undertaking of the Commissioners, and the winding-up of the Commissioners' affairs, and the ultimate dissolution or extinction of the Commission, on the completion of such sale or

transfer, as aforesaid, or upon the final distribution of the Commissioners' assets.

To provide for the partial or total extinction of the debts secured on the tolls or duties arising from the navigation, or granted by the said Act.

To vary and extinguish all existing rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer on the Commissioners all other powers which may be necessary, useful, or desirable for giving full effect to the purposes of the intended Act, and to confer other rights and privileges.

To confirm any agreement or agreements already made or to be made relating to the several matters aforesaid, or any of them.

On or before the twenty-first day of December next, 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.

Dated this first day of November, 1875.

<i>Samuel Veasey</i> , Baldock;	} Solicitors for the Bill.
<i>Alexander Balderston</i> , Bedford-	
row, London;	
<i>Martin and Leslie</i> , 27, Abington-street, Westminster, Parliamentary Agents.	

In Parliament.—Session 1876.

Ely, Haddenham, and Sutton Railway.

(Construction of Railway from Ely, Haddenham, and Sutton Railway, at Sutton, to the St. Ives and March Railway of the Great Eastern Railway Company; Additional Capital; Alteration of Name of Company; Working and other Arrangements with Great Eastern Railway Company; Powers of Subscription and of Lease of Undertaking to same Company; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Ely, Haddenham, and Sutton Railway Company (hereinafter called "The Company") to make and maintain the following Railway, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A Railway commencing in the parish of Sutton, in the Isle of Ely, in the county of Cambridge, by a junction with the Company's Railway at a point thereon 16 chains or thereabouts (measured along the railway) from the terminus thereof at Sutton, and terminating by a junction with the St. Ives and March Railway of the Great Eastern Railway Company, at a point 9 chains and 30 links, or thereabouts, north of the 74th mile post on the said March and St. Ives Railway, in the parish of Holywell-cum-Needlingworth, in the county of Huntingdon, which intended railway will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Sutton and Haddenham, in the Isle of Ely, in the county of Cambridge; Wiltingham and Over, in the county of Cambridge; and Bluntisham-with-Earith, Holywell-cum-Needlingworth, and St. Ives, in the county of Huntingdon. And it is proposed to empower the Company to acquire, by compulsion or agreement, and to hold, lands, houses, and buildings for the purposes of the intended railway, and to take powers of lateral and vertical deviations from the line and levels of the proposed railway, and to cross, divert, alter, and stop up, whether temporarily or permanently, roads, highways, railways, drains, pipes, sewers, waters, water-

courses, natural or artificial buildings, and works of any description which it may be necessary or convenient to cross, divert, alter, or stop up in carrying the powers of the intended Act into execution, and also to levy tolls, rates, and charges for, or in respect of, the said intended railway, and to grant exemptions from payment of such tolls, rates, and charges. And it is proposed to authorise the Company to apply to the purposes of the intended Act any capital or funds now belonging to them or which they have power to raise, and to raise additional capital for such purposes and for the general purposes of their undertaking by shares or by stock, and by borrowing, and to attach to such new shares or stock such preference or priority of dividends and advantages, and such shares or stock to be issued upon such terms and conditions as the Company think fit, or as may be defined in or prescribed by the intended Act. And it is proposed to authorise the Great Eastern Railway Company to contribute funds to the proposed undertaking, and to take and hold shares in the capital of the Company, whether now existing or to be created under the powers of the intended Act. And it is proposed to enable the Company on the one hand, and the Great Eastern 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 existing railway of the Company and of the said intended railway, or of some part or parts thereof respectively, the supply of rolling-stock and machinery, and of officers and servants for the conduct of the traffic of the railways, the 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 on, from, or destined for the respective undertakings of the said Companies, and the devision 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 intended Act may be made touching any of the matters aforesaid, and to enable the Great Eastern Railway Company to exercise so far as may be necessary or convenient all or certain of the powers of the Company, whether with respect to the Company's undertaking, or the undertaking of any other Company.

And it is proposed to authorise and provide for the lease to the Great Eastern Railway Company of the undertaking of the Company, whether authorised, or to be authorised, or any part or parts thereof, and all or any of the lands, works, and property of the Company, and to enable the Company and the Great Eastern Railway Company to agree upon the terms for any such lease. And it is proposed to change or authorise and provide for changing the corporate name of the Company, and to confer upon or continue in the Company, under the new name, all the powers, rights, authorities, privileges, obligations, and liabilities which, prior to the change, belonged or attached to, or were exercisable by the Company under their old name, or would have belonged, or attached to or been exercisable by the Company, if their name had not been changed, and whether under, or by virtue of the existing Act of the Company, and the intended Act or any of them, or otherwise howsoever.

And it is proposed to vary and extinguish all existing rights and privileges which would

interfere with the objects of the intended Act, or the carrying of the same or any of them into complete effect, and to confer other rights and privileges, and to incorporate all or some of the provisions of "The Companies Clauses Acts, 1845, 1860, and 1869;" "The Lands Clauses Acts, 1845, 1863, and 1869;" and "The Railways Clauses Acts, 1845, and 1863;" and to repeal, amend, extend, or enlarge the powers and provisions of "The Ely, Haddenham, and Sutton Railway Act, 1864;" "The Great Eastern Railway Act, 1862;" and all or any other Acts relating to the Company and the Great Eastern Railway Company, or either of them.

A plan and section in duplicate describing the line, situation and levels of the proposed railway, and the lands, houses, and other property in or through which it will be made, 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, and an Ordnance map with the line of railway delineated thereon so as to show its general course and direction, will be deposited for public inspection with the Clerk of the Peace for the Isle of Ely, at his office at Wisbech, with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge, and with the Clerk of the Peace for the county of Huntingdon, at his office at Huntingdon; 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, in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto at his residence, and every such deposit will be made on or before the 30th day of November, instant, and will be accompanied by a copy of this notice.

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 the 10th day of November, 1875.

*W. H. Shaw*, Liverpool-street Station,  
London, E.C;

*J. Tristram Valentine*, 4, Queen Anne's-  
gate, Westminster, S.W.,

Solicitors for the Bill.

#### Metropolitan Railway.

(New Railways from Aldgate to and along the Whitechapel-road, from the Hammersmith and City Railway to Walham Green and Fulham; Powers to Great Western Railway Company in reference to last-mentioned Railways; Powers to Purchase Land, Underpin Houses, &c., Levy Tolls, &c.; Extension of Time for Purchase of Land and Completion of Works with respect to Railways authorised by Metropolitan and Saint John's Wood Railway Act, 1873, and the Tower Hill Extension to Aldgate, and the London and Aylesbury Railway; Provisions as to Construction of Kingsbury and Harrow Railway; Provisions relating to Capital, Mortgages, Debentures, and Debenture Stock of Company and other Companies; Power to charge interest on Unproductive Works to Capital; Power to contribute towards Hotel, &c., and to hold Shares or Stock in other Companies' Capital; Additional Capital; Amendment of Acts, &c.)

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

No. 24269.

N

1. The construction and maintenance of the following railways or one of them, or some part thereof respectively, with all proper and convenient sidings, stations, approaches, works, and conveniences connected therewith respectively, viz.:

(a.) A railway (hereinafter called the Whitechapel Extension) to commence in the parish of Saint Botolph Without Aldgate, in the City of London, at a point at or near the centre of Aldgate High-street, 70 yards or thereabouts eastward of the junction of Houndsditch with that street, and to terminate in the parish of Saint Mary, Whitechapel, in the county of Middlesex, in the centre of the Whitechapel-road, at a point about 130 yards or thereabouts east, measured along the Whitechapel-road from the eastern corner of a public urinal opposite Court-street;

and which intended railway, and the works connected therewith, will pass from, through, or into, and be situate within, the parishes, townships, and extra-parochial places following, or some of them (that is to say): Saint Botolph without Aldgate and Saint Mary Whitechapel, in the city of London, and Saint Mary Whitechapel, in the county of Middlesex:

(b.) Railway No. 1, commencing in the parish of Saint Peter and Saint Paul, Hammersmith, by a junction with the Hammersmith and City Railway, at a point 75 yards or thereabouts south of the signal-box of the Grove Junction on that railway, and near to the Hammersmith Station of that railway, and terminating in a field or market garden in the occupation of George Steel, at a point 60 yards or thereabouts south of Saint Thomas's Road, North End, in the parish of Fulham. This railway passes through the parishes of Saint Peter and Saint Paul, Hammersmith and Fulham;

Railway No. 2, wholly situated in the parish of Fulham, and commencing by a junction with Railway No. 1 at its termination as above described, and terminating at or near a house in the joint occupation of William Henry Smith and Thomas Alder, at a point at the eastern end of Maunder-terrace, Walham-green, and where that terrace joins Market-place, and about 100 yards south-east of Saint John's Church at Walham Green;

Railway No. 3, wholly situated in the parish of Fulham, commencing by a junction with Railway No. 1, as above described, and terminating in the premises of the Fulham Pottery at a point about 80 yards east of the High-street, and near to where the Burlington-road meets Church-street;

These railways will pass through or into, or be situate within the parishes, townships, and extra-parochial and other places following, or some of them (that is to say): Saint Peter and Saint Paul, Hammersmith, Walham Green, Parson's Green or Parsonage Green, and Fulham;

The said Walham Green and Fulham railways will be situate wholly in the county of Middlesex:

2. To authorise the purchase and taking of lands and buildings by compulsion or agreement of the several parishes, townships, and places aforesaid for the purposes of the intended railways and works, and the granting of easements, rights, or privileges in, over, or affecting lands by persons empowered by "The Lands Clauses

Consolidation Act, 1845," to sell and convey or release lands:

3. To repeal or amend the 92nd section of "The Lands Clauses Consolidation Act, 1845," with reference to the proposed undertaking, and to authorise the purchase of part only of any house, building, or manufactory, notwithstanding the provisions contained in that section:

4. To take powers for underpinning or otherwise strengthening any houses, cellars, or buildings near the proposed railways, which might otherwise be injured by the construction of the railways or the working of the traffic thereon, and for making and maintaining shafts or openings for ventilation from the surface of any street, road, or place to the railways when in tunnel or covered way:

5. To take powers of deviation from the line and levels of the proposed railways as shown on the plans and sections hereinafter referred to:

6. To take powers for stopping up, altering, diverting, or removing, temporarily or permanently, any road, street, highway, railway, tramway bridge, canal, stream, water, watercourse, telegraph wires, or apparatus, sewer, drain-pipe, or other work of any description, or any obstacle or impediment of any kind which it may be convenient to stop or take up, alter, divert, or remove, for the purposes of the intended railways or either of them:

7. To confer upon the Metropolitan Railway Company (hereinafter called the Company) all the powers of the intended Act for making and maintaining the Whitechapel Extension, and to confer upon the Company only, or upon the Company and Great Western Railway Company jointly, all the powers of the intended Act for making and maintaining the Walham Green and Fulham Railways:

8. To make provision for the exercise of the joint powers for the construction and maintenance of the Walham Green and Fulham Railways, by the appointment of a joint committee of directors of the said two Companies, or otherwise, and to confer upon each of the said Companies all necessary powers in relation to the joint work:

9. To provide for the working and use of the Walham Green and Fulham Railways by the Company and Great Western Railway Company respectively:

10. To authorise the Company with respect to the Whitechapel Extension and the Company and Great Western Railway Company, or either of them, with respect to the other proposed railways, to raise funds towards the construction of the railways, or to guarantee interest or dividend on the capital to be raised for the purposes of such railways, and to hold shares or stock in such capital, and to make such provisions as may be requisite for giving effect to any arrangement which may be made between the two Companies with respect to such capital for the purpose of keeping it separate and distinct from the other capital of the Companies, or otherwise, as the case may require:

11. To authorise the Company and the Great Western Railway Company to apply any funds belonging to them or which they are empowered to raise for the purposes of the intended Act, so far as they relate to the Walham Green and Fulham Railways, and to raise more money for such purposes or any of them by the creation of preference or guaranteed shares or stock in their undertakings, and by mortgage, debentures, debenture stock, or otherwise, and to confer upon the Company and Great Western Railway Company all such other powers as may be necessary for enabling them on their part to carry the in-

tended Act into operation with respect to the Walham Green and Fulham Railways:

12. To authorise the Company with respect to the Whitechapel Extension and the Company and the Great Western Railway Company respectively with respect to the other proposed railways, to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to enter into agreements with respect to any of the matters aforesaid relating to the Walham Green and Fulham Railways, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to make provision for carrying the same into effect:

13. To extend the time limited by "The Metropolitan and Saint John's Wood Railway Act, 1873," for the compulsory purchase of lands and completion of the railways and works thereby authorised (that is to say):

Three several railways from the Metropolitan and Saint John's Wood Railway, one thereof to the Hampstead Junction Railway, near the Edgware-road, another to the Midland Railway, near the Finchley new road, and the other to near Kingsbury Bridge over the River Brent, and the widening and enlargement of the Metropolitan and Saint John's Wood Railway, in the parishes of Saint John Hampstead and Saint Marylebone:

14. To extend the time limited by "The Metropolitan Railway Act, 1875," for the construction of that part of the extension railway between Moor-lane and Trinity-square which lies between Liverpool-street and the eastern or southern side of Aldgate, and to extend the line limited by Parliament for the completion of the London and Aylesbury Railway:

15. To revive and extend the time limited by "The Metropolitan Railway Act, 1875," within which the Metropolitan and Saint John's Wood Railway Company are by the 60th section of "The Kingsbury and Harrow Railway Act, 1874," at liberty to give notice in writing to the Company of their desire that the Company should execute solely the powers of the last-mentioned Act, and that the Metropolitan and Saint John's Wood Railway Company should be relieved from all duties and responsibilities in respect thereof:

16. To authorise the Company to agree with any person or persons for the construction of the railway and works authorised by "The Metropolitan and Saint John's Wood Railway Act, 1873," and "The Kingsbury and Harrow Railway Act, 1874," in consideration of an annual rent-charge, and to make provision for the security of such rent-charge, and otherwise for carrying any such agreement into effect:

17. To alter so far as relates to the Company the provision contained in the thirteenth section of "The Regulation of Railways Act, 1868," which requires that preferred ordinary stock shall as between that stock and deferred ordinary stock, bear a fixed maximum dividend at the rate of six per centum per annum, and to authorise the Company to issue preferred ordinary stock, to bear a fixed maximum dividend at the rate of four per centum per annum, or such other rate as may be prescribed by the Act, and to convert their five per cent. preference stock into four per cent. preference stock, and for that purpose to increase the amount of such stock to such a sum as will produce at four per cent. the same amount of dividend as is produced by the present five per cent. stock, and to issue to the holders in exchange for their five per cent. stock an amount

of four per cent. stock to give the same amount of dividend as the five per cent. stock held by them respectively:

18. To authorise the Company, notwithstanding anything contained to the contrary in "The Companies Clauses Consolidation Act, 1845," to pay interest quarterly instead of half-yearly upon all or any of their mortgages, debentures, or debenture stock for the time being, and to make all necessary arrangements for that purpose, and also to pay interest on unproductive works out of capital authorised to be raised by shares or stock or money borrowed on mortgage:

19. To authorise the Company to guarantee the preferential dividends or other dividends or interest on all or any preference shares or stock of the Metropolitan and Saint John's Wood Railway Company, whether created or authorised to be created, or otherwise to cancel any such preference shares or stock already created, and to authorise the Company to create and issue guaranteed preference and ordinary shares or stock, or some or one of them, in their own undertaking, in lieu of the shares or stock so cancelled or authorised to be created by the Metropolitan and Saint John's Wood Railway Company:

20. To authorise the Company, for all or any of the purposes of the intended Act, or for the general purposes of their undertaking, or otherwise, to raise money by the creation of guaranteed, preference, ordinary, or debenture shares or stock, and by mortgage, debenture or bond:

21. To enable the Company to contribute funds towards and to hold shares in any Company or association for the building of any hotel or chambers over or adjacent to the railway or stations of the Company, and wholly or in part upon the land of the Company; and to authorise and empower the Company to acquire and hold shares or stock in the capital of the Metropolitan and St. John's Wood, Harrow and Rickmansworth, London and Aylesbury, Aylesbury and Buckingham, and Metropolitan District Railway Companies respectively, or any one or more of such Companies:

22. To vary or extinguish all existing rights and privileges which would or might in any way hinder or prevent any of the objects of the intended Act being fully carried into effect, and to confer other rights and privileges:

23. To incorporate all or parts of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860 and 1869," and "The Railways Clauses Acts, 1845 and 1863," and to amend or alter the same respectively, and also "The Regulation of Railways Act, 1868," in their application to the Company, so far as may be necessary to give effect to any of the objects of the intended Act:

24. To repeal or amend some of the provisions of the several Acts of Parliament following, or some of them (that is to say): the Acts relating to the Metropolitan Railway passed in the years 1854, 1855, 1856, 1857, 1859, 1860, 1861 (two Acts), 1862, 1863, 1864 (three Acts), 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874 and 1875; and also of the following Acts relating to the Metropolitan and Saint John's Wood Railway, and bearing its name, passed in the years 1864, 1865, 1866, 1868, 1870, 1873 and 1874, "The Kingsbury and Harrow Railway Act, 1874," "The London and Aylesbury Railway Acts, 1871, 1872 and 1873;" and also the Acts relating to the Great Western Railway Company and their undertaking, viz.: 5 and 6 William IV, cap. 107, "Great Western Railway (West Midland Amalgamation) Act, 1863," "Great Western

Railway (South Wales Amalgamation) Act, 1863," the Hammersmith and City Railway Acts passed in the years 1861, 1863 and 1865, and "The Great Western (Additional Powers) Act, 1867," and of any other Act or Acts relating to the said Companies respectively:

A plan and section in duplicate of the proposed railways respectively, a book of reference to each plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the land proposed to be taken under the powers of the intended Act, and an Ordnance map with the line of each railway delineated thereon, showing its general course or direction, will be deposited with the clerk of the peace for the City of London at his office at the Sessions House in the Old Bailey; with the clerk of the peace for the county of Middlesex at his office at the Sessions House, Clerkenwell-green; and a copy of so much of the said plan, section, and book of reference as relates to the parishes in the City of London, with the parish clerk of each such parish, at his residence; as regards the parish of Saint Mary, Whitechapel, with the clerk of the Whitechapel District Board, at his office in Great Alie-street, Whitechapel; as regards the parishes of Saint Peter and Saint Paul, Hammersmith and Fulham, with the clerk of the Fulham District Board of Works, at his office at the Broadway, Hammersmith. Every such deposit will be made on or before the thirtieth 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 21st day of December next.

Dated 10th November, 1875.

*Burchelle*, 5, Broad Sanctuary, Solicitors for the Bill.

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

Board of Trade.—Session 1876.

Cromer Gas.

(Application to Board of Trade, under the Gas and Water Facilities Act, 1870, for Provisional Order for power to continue and enlarge Gas Works within the parish of Cromer, and to supply Gas within the said parish, and the adjoining parishes of Overstrand and Runton, in the county of Norfolk; to lay Mains and Pipes, Break up Streets, levy Rates and Charges, Incorporate Acts, and other purposes.)

NOTICE is hereby given, that the Cromer Gas and Coke Company, Limited (hereinafter referred to as The Company) are about to apply to the Board of Trade, under "The Gas and Water Facilities Act, 1870," for a provisional order, to be confirmed by Parliament in the ensuing session, for the following, or some of the following, among other purposes, that is to say:

To authorise the Company on Lands, now belonging to them and in their occupation, and shown in the map hereinafter referred to, namely

Lands in the parish of Cromer in the county of Norfolk, forming part of a piece of land called "The Mill Lane Piece," containing half an acre, or thereabouts, and bounded on the south-east, south-west, and north-west sides by land belonging to John Bond Cabbell, Esq., and on the north-east side by land belonging to the Guardians of the Poor of the parish of Overstrand in the same county.

to maintain and continue their existing gas works, and from time to time to alter, extend, enlarge, and renew the same and construct additional works, and to enable them to manufacture gas, and any residual products arising in the manufacture of gas, and to sell and dispose of gas, coke, coal tar and other residual and manufactured products, matters, and things, and to confer upon the Company all needful powers for lighting with gas the said parish of Cromer, and the adjoining parishes of Overstrand and Ranton, or some or one of those parishes, or some part or parts thereof respectively, all in the county of Norfolk.

To enable the Company to acquire and hold lands, and from time to time to sell and dispose thereof, and to acquire and hold patent rights and licences to exercise and use such rights, and to carry on the business usually carried on by gas companies, and to maintain, alter, or renew any existing mains and pipes within the limits to be supplied with gas, and to lay down and maintain mains and pipes, in, through, across, along, under or over, and to break up or interfere with, as the case may require, streets, public and private roads, and footpaths, railways and tramways, rivers, canals, waters, bridges and other passages and places within the limits of the order, and also to interfere with and remove any sewers, drains, pipes and telegraph apparatus, in, over, or under the same respectively.

To empower the Company to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell and let the same, and to charge and recover rents and charges for the sale and supply of gas, gas fittings, meters and apparatus, and to alter existing rents and charges.

To authorise the Company and any Corporation, public body, and sanitary or local body within the said limits, to make and carry into effect contracts and agreements for lighting and for supplying all things, and performing all acts incidental to lighting streets, roads, places or buildings within such limits, upon such terms and conditions as they shall respectively agree upon, and, if necessary, to enable such corporation, body, and authority, for the purposes aforesaid, to apply any funds belonging to them respectively or under their control, and to raise moneys by rates and by borrowing.

To extend to the Company so far as the same may be applicable, and except so far as the same may be specially varied by the said order, all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869 (except such provisions of those Acts as relate to the compulsory purchase of lands); the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, and if need be, for the purposes aforesaid, to alter and vary the memorandum and articles of association of the Company.

On or before the 30th day of November instant, a map shewing the lands to be used and proposed to be used for the manufacture of gas and residual products, and a plan of the new works, together with a copy of this advertisement, will be deposited in the office of the clerk of the peace for the county of Norfolk at Norwich, and at the office of the Board of Trade in Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the draft provisional order may be obtained at the registered office of the Company in Jetty-street, Cromer, on payment of 1s. for each copy, and all persons desirous of making to the Board

of Trade any representation, or of bringing before that Board any objection respecting the said intended application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January next, and that copies of such objections must, at the same time, be also sent to the secretary or the solicitors of the Company.

And notice is also hereby given, that after the Board of Trade have settled the said provisional order, printed copies thereof can be had at the said office of the Company at a charge of 1s. for each copy, or such other sum as the Board of Trade may direct.

Dated this 16th day of November, 1875.

<i>Carritt &amp; Son</i> , 45, Fenchurch-street, London;	} Solicitors to the Company.
<i>P. E. Hansell</i> , The Close, Norwich.	
<i>Dyson &amp; Co.</i> , Parliamentary Agents, 24, Parliament-street, Westminster.	

In Parliament.—Session 1876.

Lyme Regis Railway.

(Extension of Time for Completion of Works—Further Capital Powers—Amendment or Repeal of Act.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Lyme Regis 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):—

1. To extend the period limited by the Lyme Regis Railway Act, 1871, for the completion of the railways and works by that Act authorised.

2. 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 general purposes of their undertaking all or any capital or funds now belonging to them or which they are authorised or may by the Bill be authorised to raise.

3. To confer upon the Company all such rights, powers, privileges, and authorities as may be expedient for the purposes of the Bill, and to vary and extinguish all rights and privileges which would in any manner interfere with such purposes, and to confer other rights and privileges.

4. To alter, extend, enlarge, and to repeal, as far as may be necessary for the purposes of the Bill, all or some of the provisions of the Lyme Regis Railway Act, 1871, and all other Acts relating to or affected by the objects of the Bill.

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

Dated this 8th day of November, 1875.

<i>W. E. Duncan</i> , 60, Queen Victoria-street, London, Solicitor for the Bill.
<i>Marriott and Jordan</i> , 3, Westminster Chambers, Parliamentary Agents.

In Parliament—Session 1876.

London and North Western Railway.

(New Lines and Additional Powers.)

(New Railways, Widenings of Railways, Roads and other Works, and Stopping-up of Roads, Streets and Footpaths, and Additional Lands, in the Counties of Herts, Bucks, Northampton, Warwick, Stafford, Chester, Lancaster, York (West Riding), Westmoreland, Cumberland, Glamorgan, Carmarthen, Brecon, Carnarvon; Power to Lessees of North and South Western Junction Railway to substitute Footbridge for Level Crossing in the County of Middlesex; Power to Company and Great Northern Railway Company to make New Roads, &c., in the Counties of Leicester and Northampton; Power to Oldham, Ashton-under-Lyne and Guide Bridge Junction Railway Company or their Lessees to acquire Lands in County of Lancaster; Power to Manchester South Junction and Altrincham Railway Company to widen portion of their railway in Counties of Lancaster and Chester; Further provisions as to Superfluous Lands; Extension of Time for Acquisition of Lands and Construction of Works by the Company in Counties of Lancaster, York (West Riding), Carnarvon and Merioneth; Abandonment of authorised Works in Counties of Glamorgan and Monmouth; Running Powers over portions of Railways of Lancashire and Yorkshire Railway Company; Amendment of portions of Act of 9 & 10 Victoria, cap. 104, relating to Tolls; Further provision as to Company's Docks at Garston; Incorporation of and further powers to Joint Committee of Great Northern Railway Company and Company; Provision as to Rights of Voting of Members of Railway Clearing System Superannuation Fund Association; Application of Funds to purposes connected with North Union Railway and Preston and Wyre Railway Harbour and Dock; Further Subscription to Undertaking of Oldham Ashton-under-Lyne and Guide Bridge Junction Railway Company; Additional Capital for Company and Manchester South Junction and Altrincham Railway Company, and Manchester, Sheffield, and Lincolnshire Railway Company; Power to Dundalk, Newry, and Greenore Railway Company to construct Pier and other Works at Greencastle, in County Down, Ireland, and to raise Additional Capital and Contribution thereto, or guarantee of Interest and Dividend thereon by Company; Amendment of Acts).

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

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

A railway (to be called the Ashton Branch Junction), commencing in the township and parish of Ashton-under-Lyne, in the county of Lancaster, by a junction with the Company's Guide Bridge Junction Railway, at or near the bridge carrying that railway over the public carriage road leading from Audenshaw to Ashton-under-Lyne, and terminating in the same township and parish by a junction with the Lancashire and Yorkshire Railway Company's Ashton Branch

Railway at a point thereon one hundred yards or thereabouts east of the booking-office at the Droylsden station on that railway; which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them (that is to say), Ashton-under-Lyne, Manchester, and Droylsden, all in the county of Lancaster;

Two railways (to be called the New Railways at Winsford), to be wholly situate in the township of Wharton, in the parish of Davenham, in the county of Chester (that is to say):

Railway No. 1, commencing by a junction with the Company's Branch Railway connecting their railway between Hartford and Crewe with the railway or siding leading to the works of the Wharton Railway and River Salt Works Company (Limited), at a point on that branch railway six hundred and thirty yards or thereabouts south of the junction of that branch railway with the said railway between Hartford and Crewe, and terminating at a point one hundred and eighty yards or thereabouts north-east of the bridge (called Winsford Bridge) which carries the public carriage road from Bostock to Winsford over the River Weaver;

Railway No. 2, commencing by a junction with Railway No. 1, at a point four hundred and forty yards or thereabouts south-west of the commencement above described of Railway No. 1, and one hundred and thirty-five yards or thereabouts south-east of the south-western termination of the south-easternmost of the railways of the said Wharton Railway and River Salt Works Company, (Limited), and terminating at a point fifty yards or thereabouts south-east of the south-east corner of the salt works known as Verdin's Works, and six hundred yards or thereabouts north of the said Winsford bridge;

A railway (to be called the Leighs Wood Railway), commencing in the township of Pelsall, in the parish of Wolverhampton, in the county of Stafford, by a junction with the Company's South Staffordshire Railway, at a point thereon five hundred and fifty yards or thereabouts south of the Pelsall station on that railway, and terminating in the township and parish of Aldridge, in the same county, at or near the new shaft or sinking of the Leighs Wood Colliery Company (Limited), which said intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Pelsall, Wolverhampton, Rushall, Foreign of Walsall, Walsall, Aldridge and Great Barr, all in the county of Stafford;

A railway (to be called the Swansea Junction), to be situate wholly in the parish of Swansea, in the county of Glamorgan, commencing by a junction with the Company's railway at a point thereon thirty yards or thereabouts east of the bridge carrying that railway over Bathurst-street, and terminating by a junction with the Swansea Harbour Railway of the Great Western Railway Company at a point thereon thirty-five yards or thereabouts south-west of the point where that railway is carried over Wind-street;

A railway (to be called the Llanelly Station Railway), to be wholly situate in the parish of Llanelly, in the county of Carmarthen, commencing by a junction with the railway of the Llanelly Railway and Dock Company at or near the north end of the Dock station on that railway, and terminating at or near a point on the public carriage road known as the New Dock-road, one hundred and twenty yards or thereabouts south of the junction of that road with the road known as the Copper Works-road;

To empower the Company to alter, widen, and improve and lay down additional lines of rails upon the undermentioned portions of railway within the townships, parishes and extra-parochial or other places hereinafter mentioned in connection therewith (that is to say):

(1.) So much of their South Staffordshire Railway in the townships, parishes and places of Walsall, foreign of Walsall, borough of Walsall and Rushall, in the county of Stafford, or some of them, as extends from a point thereon eight hundred yards or thereabouts north-west of the junction of that railway, with the Company's Grand Junction Railway to another point thereon two hundred yards or thereabouts north-east of the junction therewith of their Wolverhampton and Walsall Railway.

(2.) So much of their Grand Junction and Winwick and Golborne Railways in the townships, parishes and places of Warrington, Winwick-with-Hulme, Burton Wood and Winwick, in the county of Lancaster, or some of them, as extends from a point on their Grand Junction Railway one hundred yards or thereabouts south of the bridge which carries Bewsey-street, in Warrington, over that railway to a point on their Winwick and Golborne Railway one hundred and fifty yards or thereabouts north of the junction between those two railways.

(3.) So much of their Bolton and Kenyon Railway in the townships, parishes and places of Pennington, West Leigh, Atherton and Leigh, in the county of Lancaster, or some of them, as extends from a point thereon one hundred yards or thereabouts north of the junction therewith of their Bedford and Leigh branch, to another point thereon two hundred and fifty yards or thereabouts north of the Atherton Station:

To empower the Company to alter, widen and improve and lay down additional lines of rails upon the undermentioned portion of the North Union Railway (that is to say):

So much thereof in the townships of Ince-in-Makerfield and Wigan, in the parish of Wigan, in the county of Lancaster, as extends from the bridge commonly known as Westwood Bridge (now in course of reconstruction) which carries the road leading from Westwood House to Ince Old Hall over the said railway to a point half a mile or thereabouts north of the bridge carrying the said railway over Frog-lane:

And in connection therewith to empower the Company to make and maintain the Junction Railway next described with all proper stations, sidings, approaches, works and conveniences connected therewith (that is to say):

A railway (to be called the Connecting Line at Wigan), to be wholly situate in the said townships of Ince-in-Makerfield and Wigan, in the parish of Wigan, commencing by a junction with the North Union Railway at a point thereon five hundred and fifty yards

or thereabouts north-west of Westwood Bridge aforesaid, and terminating by a junction with the Lancashire and Yorkshire Railway Company's Railway at Wigan, at a point thereon eighty yards or thereabouts south-east of the bridge carrying that railway over Chapel-lane:

To empower the Company to make a new road in the parish of Cheddington, in the county of Buckingham, commencing from and out of the public carriage road leading from Cheddington to Mentmore at a point thereon one hundred and ten yards or thereabouts north of the level crossing of that road by the Company's Aylesbury Branch Railway, and terminating by a junction with the same road at a point thereon one hundred and ten yards or thereabouts south of the said level crossing; and to provide for the stopping up and discontinuance, as a public highway, of so much of the first-mentioned public carriage road as lies between the commencement and termination of the said intended new road, and to empower the Company to appropriate the same to the purposes of their undertaking:

To empower the Company in the townships of the foreign of Walsall and the borough of Walsall, in the parish of Walsall, in the county of Stafford, to make the new roads and footpath and exercise the other powers next hereinafter mentioned (that is to say):

(1.) A new road commencing from and out of the public carriage road, known as Rolling Mill-street, at the point thereon where that street joins Queen-street, and terminating by a junction with the public carriage road called Wednesbury-road at the point thereon where that road joins Corporation-street; and to provide for the stopping up and discontinuance, as a public highway, of the undermentioned portion of the footpath which now crosses the Company's South Staffordshire Railway at the point known as the Bodley level crossing, namely, so much thereof as extends from the north-west boundary of the Company's property for a distance of seventy yards or thereabouts south-east of the said level crossing, and also of so much of the occupation-road there as now crosses the said railway on the level, and also of so much of the public highway there as extends from the north-west side of the Bodley level crossing for a distance of twenty yards or thereabouts in the direction of Rolling Mill-street; and to empower the Company to appropriate the portions of highways so as to be stopped up to the purposes of their undertaking; and to provide for the repeal, when and so soon as the said new road is made and opened to the public, of section 24 (as to the erection of a lodge at Tasker's-lane crossing) of the Walsall Improvement and Market Act, 1848:

(2.) A new road commencing from and out of the public carriage road known as Bridge-man-street, at a point thereon one hundred and twenty yards or thereabouts west of the point where that street now crosses the said South Staffordshire Railway on the level, and terminating by a junction with the same street at a point thereon ninety yards or thereabouts east of the said level crossing, with power to the Company to alter the levels of Long-street, Navigation-street, and Station-street, and of any other highways so far as may be needful to effect a junction of those streets and other highways with the intended new road; and also to remove and discontinue the footbridge

which now crosses the said railway in connection with Bridgeman-street; and to provide for the stopping up and discontinuance, as public highways, of the said foot-bridge and of so much of Bridgeman-street as extends from a point thirty-five yards or thereabouts west to a point ninety yards or thereabouts east of the said level crossing, and so much of the footpath leading from Bridgeman-street to Cross-street as extends from Bridgeman-street for a distance of forty-five yards or thereabouts in a south-easterly direction; and to empower the Company to appropriate to the purposes of their undertaking the portion of the said street so to be stopped up and discontinued.

- (3.) A new footpath commencing from and out of Rolling Mill-street, near the junction with that street of Queen-street, and terminating by a junction with the existing footpath leading from Rolling Mill-street to the public carriage road which crosses the South Staffordshire Railway on the level at New Mills, at a point on that footpath three hundred yards or thereabouts from its junction with Rolling Mill-street; and to provide for the stopping up and discontinuance, as a public highway, of so much of that footpath as extends from the last-mentioned junction to the junction therewith of the intended new footpath.

To empower the Company in the parish of Birmingham, in the county of Warwick, to execute the works and exercise the power following, namely:

- (1.) To make a new street, commencing by a junction with Worcester-street, where that street joins Great Queen-street, and terminating by a junction with Dudley-street, sixty yards, or thereabouts, south-east of its junction with Great Queen-street:
- (2.) To convert into open cutting so much of the tunnel on their railway, between their New-street station and Edgbaston, as extends for a distance of one hundred and ten yards, or thereabouts, from its eastern entrance:
- (3.) To widen the said railway, where it passes under Swallow-street, for a space of fifteen yards, or thereabouts, west of the said tunnel, and where it passes under Sumner-street for a space of forty yards, or thereabouts, south-east of the said tunnel, and to carry Swallow-street and Sumner-street respectively over the railway so widened by means of a bridge:
- (4.) To construct an archway or opening under Hill-street and Navigation-street, at the junction of those streets, commencing on the north-west side of Navigation-street, where that side of that street joins the south-west side of Hill-street, and terminating on the south-east side of Hill-street, where that street joins Great Queen-street, for the purpose of laying down rails under those streets, and to alter the levels of Hill-street and Navigation-street so far as may be required for the aforesaid purpose:
- (5.) To acquire, by compulsion or agreement, and to hold certain lands, houses and buildings lying between Great Queen-street, Dudley-street, and Old Meeting-street; and certain other lands, houses, and buildings, lying partly between Sumner-street, Navigation-street, and the Company's railway, and partly at the junction of Sumner-street and Swallow-street, and partly north of and adjoining Swallow-street, where the tunnel of

the Company's railway is carried under that street:

- (6.) To stop up and appropriate to the purposes of their undertaking the sites, or portions of the sites, of Great Queen-street, Dudley-street, Vale-street, and Bread-street, and all or any of the other roads, streets, footpaths, courts, alleys or passages lying within the limits of the lands, houses, and buildings to be so acquired:

To empower the Company to extend in an easterly direction, for a distance of thirty-five yards, or thereabouts, the bridge which now carries the Company's Stour Valley Railway over the public carriage road leading from Wolverhampton to Wednesfield, at a point on that railway one hundred and fifty yards, or thereabouts, north-west of the booking office of the Company's passenger station at Wolverhampton:

And to extend in an easterly direction, for a distance of twenty yards, or thereabouts, the bridge which now carries the last-mentioned railway over the public carriage road leading from Wolverhampton into the first-mentioned road, at a point on that railway three hundred yards, or thereabouts, north-west of the same booking office:

And to stop up and appropriate to the purposes of their undertaking the undermentioned portion of the public carriage road which passes along the north-east side of and contiguous to the said passenger station, that is to say, so much thereof as extends from the junction of that public carriage road with New Mill-street to the first-mentioned bridge:

Which said intended works will be wholly situate in the township and parish of Wolverhampton, in the county of Stafford:

To empower the Company to extend in a southerly direction, for a distance of ten yards or thereabouts, the bridge in the township and parish of Cannock, in the county of Stafford, which now carries the Company's Cannock Chase Railway over the public carriage road, at a point on that railway three hundred and thirty yards, or thereabouts, south of the platform of the Cannock station:

To empower the Company to make a new road in the township of Whiston, in the parish of Prescott, in the county of Lancaster, commencing by a junction with the public carriage road leading from Whiston, which crosses the Company's Liverpool and Manchester Railway by a bridge three quarters of a mile, or thereabouts, east of the Huyton Quarry station, at a point on that road one hundred and twenty yards, or thereabouts, south-east of the said bridge, and terminating by a junction with the same road at a point thereon two hundred yards, or thereabouts, west of the same bridge, and to stop up and discontinue as a highway, and appropriate to the purposes of the Company's undertaking, so much of the said public carriage road as extends, from the south side of the said bridge to the termination of the said intended new road:

With power to the Company to acquire by compulsion or agreement, and to hold, for the purposes of their undertaking, certain lands, houses and buildings in the same township and parish, lying partly on the north side, and partly on the south side of, and adjoining the said railway, and partly on the south-west side, and partly on the north-east side of, and adjoining the said public carriage road, and at or near the said bridge:

To empower the Company to execute the works and exercise the powers following in the township of Wavertree, in the parish of Child-

wall, in the county of Lancaster (that is to say):

- (1.) To make a new road (No. 1) commencing from and out of the public carriage road known as Swan-lane or New-lane, at a point thereon two hundred yards, or thereabouts, north-east of the bridge carrying that road over the Company's Liverpool and Manchester Railway, and terminating by a junction with the public carriage road known as Pighue-lane, at a point thereon two hundred yards, or thereabouts, north-west of the junction of that lane with Swan-lane aforesaid:
- (2.) To make another new road (No. 2) in continuation of the said intended new road No. 1, commencing at the commencement thereof above described, and terminating by a junction with the public carriage road known as Mill-lane, at a point thereon eighty yards or thereabouts north of the bridge carrying that lane over the Company's said railway:
- (3.) To make another new road (No. 3) commencing by a junction with Swan-lane aforesaid, at the south-west side of the said bridge, carrying that lane over the Company's said railway, and extending eastwardly along the south side of, and contiguous to, that railway, for a distance of three hundred yards, or thereabouts, and there terminating by a junction with the existing road:
- (4.) To stop up and discontinue, and appropriate to the purposes of their undertaking, so much of the existing public carriage road known as Pighue-lane as extends from its junction with Swan-lane to the termination of the said intended new road, No. 1, above described; and also so much of the road which extends in a south-easterly direction, in continuation of Pighue-lane, as lies between Swan-lane and the bridge known as Booth's Bridge, which carries that road over the said railway, including that bridge; and also so much of the public carriage road, known as Picko-lane, as extends from a point two hundred yards, or thereabouts, south of the bridge which carries that lane over the said railway to its junction with Pighue-lane, with power to remove the last-mentioned bridge and Booth's Bridge aforesaid:
- (5.) To alter the levels of so much of Swan-lane as extends from the first-mentioned bridge, carrying that lane over the said railway to a point on that lane distant two hundred and thirty-five yards, or thereabouts, north-east of the said bridge, and to make and maintain an archway over Swan-lane, at a point thereon ninety yards, or thereabouts, north-east of the said bridge:
- (6.) To acquire by compulsion or agreement, and to hold certain lands, houses, and buildings, lying on the north side of and adjoining the said railway, and between Swan-lane and Mill-lane; and certain other lands, houses, and buildings, lying on the south side of and adjoining the said railway, and between Swan-lane and Picko-lane; and certain other lands, houses, and buildings, lying on the eastern side of and adjoining the Company's Edgehill and Garston Railway, and north-east of and adjoining the road leading from Wavertree to Liverpool:

To empower the Company in the township and parish of Huddersfield, in the West Riding

of the county of York, to execute the works and exercise the powers following, namely:—

- (1.) To make a new street, commencing by a junction with Green-street at a point thereon, seventeen yards, or thereabouts, west of its junction with Newtown-row, and terminating by a junction with Newtown-row, at a point thereon, twenty-four yards, or thereabouts, north of its junction with Green-street, and to stop up and appropriate to the purposes of their undertaking so much of Green-street as extends for a distance of nine yards, or thereabouts, from the junction of that street with Newtown-row, and so much of Newtown-row as extends for a distance of fifteen yards, or thereabouts, from that junction:
- (2.) To extend the arch which carries the railway over Green-street, and the adjoining arch, to the north for a distance of twenty-seven yards, or thereabouts, north-westward from the north-west side of the said arches:
- (3.) To extend the arch which carries the railway over Bradford-road for a distance of ten yards, or thereabouts, north-westward from the north-west side thereof:
- (4.) To extend the arch which carries the railway over Hill House-lane for a distance of ten yards, or thereabouts, north-westward from the north-west side thereof:
- (5.) To extend the arch which carries the railway over Fitzwilliam-street, for a distance of thirty yards, or thereabouts, south-westward from the south-west side thereof:
- (6.) To extend the arch which carries the railway over John William-street, for a distance of thirty-six yards, or thereabouts, north-westward from the north-west side thereof:
- (7.) To widen that part of the Spring Wood tunnel on the railway which extends for a distance of eighty yards, or thereabouts, from its northern termination:
- (8.) To acquire by compulsion or agreement, and to hold a certain plot of land lying on the north-west side of and adjoining the railway, and between the railway and Fitzwilliam-street and John William-street, and certain lands, houses, and buildings, lying on the north-west side of and adjoining the railway, and between Fitzwilliam-street and Green-street:

To empower the Company to stop up and discontinue the undermentioned portion of the footpath in the township and parish of Kendal, otherwise Kirkby-Kendal, in the county of Westmoreland, which now crosses on the level the Company's Kendal and Windermere Railway, at a point thereon three hundred and thirty yards, or thereabouts, north of the Kendal Passenger Station, that is to say, so much thereof as lies within the boundaries of the Company's property, and extends thence, in a southerly direction, along the north-west fence wall of Mark's Ale Warehouse, and in lieu thereof to carry the said footpath over the said railway, by means of a footbridge, at or near the said level crossing, and thence in a south-westerly direction along the north-west boundary of the Company's property to, and into, the said existing footpath, at a point thereon one hundred and fifty yards, or thereabouts, north of Wildman-street, and to empower the Company to appropriate the portion of footpath so stopped up to the purposes of their undertaking:

To empower the Company to acquire by compulsion or agreement, and to hold, in addition to the lands, houses, and buildings before mentioned in that behalf, other lands, houses, and

buildings, for all or any of the purposes aforesaid; and also for the purpose of extending the station, siding, and other accommodation of the Company, and for other purposes connected with their undertaking, the lands, houses, and buildings hereinafter described or referred to, that is to say:

Certain lands in the parish of Bushey, in the county of Hertford, lying on the west side of and adjoining the Company's railway, and between the Colne viaduct and the viaduct carrying that railway over the public carriage road from Bushey to Watford:

Certain lands, houses, and buildings in the parish of Pitsford, in the county of Northampton, lying on the west side of and adjoining the Company's Market Harborough Railway, and contiguous to the Brampton Station thereon:

Certain lands, houses, and buildings in the parish of Thorpe-Achurch, in the county of Northampton, lying on the north side of and adjoining the Company's Northampton and Peterborough Railway, and contiguous to the Thorpe Station thereon:

Certain lands, houses, and buildings in the townships of the borough of Walsall and foreign of Walsall, in the parish of Walsall, in the county of Stafford, lying on the south-east side of, and adjoining the Company's South Staffordshire Railway, and between the Bodley level crossing and Bridgeman-street:

Certain lands, houses, and buildings in the township of Hammerwich, in the parish of St. Michael, Lichfield, in the county of Stafford, lying on the northern side of and adjoining the Company's South Staffordshire Railway, and between the bridge carrying Watling-street over that railway, and a point seven hundred and thirty yards, or thereabouts, east of that bridge, measured along the said railway:

Certain lands, houses, and buildings in the township of Monks Coppenhall, in the parish of Coppenhall, in the county of Chester, lying on the south side of and adjoining the Company's Chester and Crewe Railway, and near their steel works there:

Certain lands, houses, and buildings in the township of Salford, in the parish of Manchester, in the county of Lancaster, lying on the northerly side of and adjoining the Company's Liverpool and Manchester Railway, and on the westerly side of and adjoining the premises of the Company, used as a cattle landing:

Certain lands, houses, and buildings in the township of Salford, in the parish of Manchester, in the county of Lancaster, lying on the north side of and adjoining the Company's Liverpool and Manchester Railway, and on the eastern side of and near to the bridge carrying Cross-lane over that railway:

Certain lands in the township of Pendleton, in the parish of Eccles, in the county of Lancaster, lying on the north side of and adjoining the Company's Liverpool and Manchester Railway, and four hundred and fifty yards, or thereabouts, east of the Eccles Passenger Station thereon:

Certain lands, houses, and buildings in the township of Barton-upon-Irwell, in the parish of Eccles, in the county of Lancaster, lying on the south side of and adjoining the Company's Liverpool and Man-

chester Railway, and extending from a point six hundred yards, or thereabouts, west of the junction with that railway of the Company's Eccles, Tyldesley, and Wigan Railway for a distance of two miles, or thereabouts, in a westwardly direction:

And certain other lands, houses, and buildings in the same township and parish lying on the north side of and adjoining the Patricroft Station, on the said Liverpool and Manchester Railway:

Certain lands, houses, and buildings in the township of Oldham, in the parish of Prestwich, otherwise Prestwich-cum-Oldham, in the county of Lancaster, lying on the south-west side of and adjoining the Company's property, and adjoining their goods station at Glodwick-road:

Certain lands, houses, and buildings in the township of Newton-in-Makerfield, in the parish of Winwick, in the county of Lancaster, lying on the south-west side of Earle-street, and between that street and the lands and works of the Company:

Certain lands, houses, and buildings in the township of Windle, in the parish of Prescott, in the county of Lancaster, lying on the eastern side of and contiguous to the Company's passenger station at St. Helens:

Certain lands in the township of Widnes, in the parish of Prescott, in the county of Lancaster, lying between and adjoining the St. Helens Railway of the Company and their Widnes Deviation thereof at the eastern junction of those two railways:

Certain lands, houses, and buildings in the township of West Derby, in the parish of Walton-on-the-Hill, in the county of Lancaster, lying between Crown-street, Smith-down-lane, Oxford-street East, and lands belonging to the Company:

Certain lands, houses, and buildings in the township or extra-parochial place of Toxteth, otherwise Toxteth Park, in the county of Lancaster, lying between the Liverpool Extension Railway of the Cheshire Lines Committee and the River Mersey, and near to and on the south-east side of the St. Michael station on that railway:

Certain other lands, houses, and buildings in the said township or extra-parochial place of Toxteth, otherwise Toxteth Park, lying partly on the north-east and partly on the south-west sides of the Liverpool Extension Railway of the Cheshire Lines Committee, and between the Aigburth-road and the River Mersey, and five hundred and fifty yards or thereabouts south-east of the St. Michael station on that railway:

Certain lands, houses, and buildings in the township of Ince-in-Makerfield, in the parish of Wigan, in the county of Lancaster, lying partly on the north-western and partly on the south-eastern sides of and adjoining or near to the Springs Branch Railway, and near the junction of that railway with the North Union Railway, and on the eastern side of the sidings of that junction:

With power to the Company to divert so much of a certain footpath as now crosses the said lands lying on the north-western side of the said Springs Branch Railway, and to carry the same along the eastern boundary of those lands:

Certain lands, houses, and buildings in the township of Carnforth, in the parish of Warton, and the township and parish of Bolton-le-Sands, in the county of Lancaster,

lying partly on the south-east and partly on the north-west sides of and adjoining the Lancaster and Carlisle Railway, and extending south-westwardly from the Carnforth passenger station on that railway for a distance of seven furlongs or thereabouts:

Certain lands, houses, and buildings in the township of Golcar, in the parish of Huddersfield, in the West Riding of the county of York, lying on the south-east side of and adjoining the Company's Huddersfield and Manchester Railway, and east of Scar-lane:

Certain lands in the township of Appletrethwaite, in the parish of Windermere, in the county of Westmoreland, lying partly on the north-east and partly on the south-west sides of the Company's Kendal and Windermere Railway, and adjoining the Windermere Station thereon:

With power to the Company to divert so much of a certain footpath as now crosses the said lands lying on the north-east side of the said railway, and to carry the same along the eastern boundary of the last-mentioned lands:

Certain lands, houses, and buildings in the township of Botchergate, in the parish of St. Cuthbert, Carlisle, in the county of Cumberland, lying at the junction of Lancaster-street and Crown-street, and partly on the north-east side of Lancaster-street, and partly on the south-east side of that part of Crown-street which lies between the said junction and Botchergate:

Certain lands in the parish of Llanwrtyd, in the county of Brecon, lying on the north-west side of and adjoining the Company's Central Wales Extension Railway, and near the north end of the Sugar Loaf tunnel:

Certain lands, houses, and buildings in the parish of Llanrhos, otherwise Eglwys-Rhos, in the county of Carnarvon, lying on the east side of and adjoining the Company's St. George's Harbour Railway, near the Llandudno Station thereon:

To empower the Company to purchase so much of any property as they may require for the purposes of the intended Act, without being subject to the liability imposed by the ninety-second section of the Lands Clauses Consolidation Act, 1845:

To empower the Company, the Midland Railway Company, and the North London Railway Company, as lessees of the undertaking of the North and South Western Junction Railway Company, or their Joint Committee, to carry over the North and South Western Junction Railway, by means of a footbridge, the footpath in the parish of Acton, in the county of Middlesex, which now crosses that railway on the level at a point thereon three hundred yards or thereabouts north-east of the Acton Station on that railway, and to stop up and discontinue as a public highway so much of the said footpath as lies between the fences of the North and South Western Junction Railway:

And to empower the said lessees to make and carry into effect agreements with respect thereto, and to apply their respective funds to the purposes aforesaid:

To empower the Great Northern Railway Company and the Company or the Committee of those two Companies, acting under the provisions of the Great Northern and London and North Western Railway Companies (Joint Lines and New Powers) Act, 1874, to make the new roads next hereinafter described (that is to say):—

(1.) A new road in the parish of Slawston, in the county of Leicester commencing from and out of the public carriage road leading from Hallaton to Weston, at a point thereon three hundred and fifty yards or thereabouts south-west of the junction of that road with the road leading from Medbourne to Slawston, and terminating by a junction with the first-mentioned road at a point thereon five hundred and seventy yards or thereabouts, south-west of the said junction of the said two roads, and to provide for the stopping up and discontinuance as a public highway of so much of the first-mentioned road as lies between the points of commencement and termination of the said intended new road, and to empower the two Companies or the said Committee to appropriate the portion of road so to be stopped up to the purposes of the said Act of 1874:

(2.) A new road in the parish of Weston, in the county of Northampton, commencing from and out of the public carriage road leading from Welham to Weston, at a point thereon five hundred and twenty yards or thereabouts north-west of the bridge carrying that road over the Company's railway from Rugby to Stamford, and terminating by a junction with the same road at a point thereon two hundred and twenty yards or thereabouts north-west of the said bridge, and to provide for the stopping up and discontinuance as a public highway of so much of the said road as lies between the commencement and termination of the said intended new road, and to empower the two Companies or the said Committee to appropriate the portion of road so to be stopped up to the purposes of the said Act of 1874:

(3.) A new road in the parish of Medbourne, in the county of Leicester, commencing from and out of the public carriage road from Medbourne to Drayton, at a point thereon three hundred yards or thereabouts west of of the bridge carrying that road over the railway of the Medbourne Bridge Iron Company, and terminating in the parish of Bringhurst, in the same county, by a junction with the same road at or near the said bridge, and to provide for the stopping up and discontinuance as a public highway of so much of the said road as lies between the commencement and termination of the said intended new road, and to empower the two Companies or the said Committee to appropriate the portion of road so to be stopped up to the purposes of the said Act of 1874:

And to empower the said two Companies or the said Committee to acquire by compulsion or agreement, and to hold, lands, houses, and buildings for the purposes of the intended Act to be executed by them, and to apply their respective funds to such purposes:

To empower the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company (hereinafter called the "Oldham Company"), or the Manchester, Sheffield, and Lincolnshire Railway Company (hereinafter called the "Sheffield Company"), and the Company as the lessees of the Oldham Company, to acquire by compulsion or agreement, and to hold—

Certain lands, houses, and buildings in the township of Oldham, in the parish of Prestwich, otherwise Prestwich-cum-Oldham, in the county of Lancaster, lying on the south side of and adjoining that Company's Railway near the Waterloo-road at Oldham, and in the same township and parish to extend the

arch which now carries the railways of the Oldham Company and the Lancashire and Yorkshire Railway Company over the said Waterloo-road for a distance of fifteen yards or thereabouts in a south-easterly direction.

And to empower the Oldham Company or the Sheffield Company and the Company (as the case may be) to apply their funds to those purposes.

To empower the Manchester South Junction and Altrincham Railway Company to alter, widen, and improve, and lay down additional lines of rails upon the undermentioned portion of their undertaking, that is to say:

So much of the main line of their railway in the townships, parishes, and places of Stretford and Manchester, in the county of Lancaster, and Sale, Ashton-upon-Mersey, Timperley, and Bowden, in the county of Chester, as extends from the Old Trafford Station on that railway to a point on the same railway three hundred and fifty yards or thereabouts south of the Timperley Station thereon:

To empower the Manchester South Junction and Altrincham Railway Company to acquire, by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the intended Act, to be executed by them:

And to empower them to levy, demand, and recover tolls, rates, and charges for or in respect of their widened railway and other works:

To extinguish or provide for the extinguishment of all rights of way over the turnpike, public carriage, and other roads, footpaths, streets, ways, courts, alleys, and passages, or portions thereof, which are proposed to be stopped up and discontinued or diverted, and over any of the lands to be acquired under the provisions of the intended Act:

To vary and extinguish all other existing rights and privileges connected with any lands, houses, or buildings proposed to be purchased, acquired, or appropriated for the purposes of the intended Act, or which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges:

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and extra-parochial and other places which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act:

To make provision for the repair of all or any of the new roads, streets, footpaths, or highways to be constructed under the authority of the intended Act, by the same persons and by the same means as other roads, streets, footpaths, or highways in the parishes, townships, or places within which the intended new roads, streets, footpaths, or highways respectively will be situate are for the time being legally repairable:

To empower the Company to levy, demand, and recover tolls, rates, and charges for or in respect of the railways and other works to be authorised by the intended Act, or some of them, and to grant exemptions from the payment of tolls, rates, and charges:

To extend the time for the sale of all or any lands acquired by the Company which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto; and to empower the Company to grant building leases,

for terms of years, of any lands which may have been heretofore or may from time to time hereafter be used or occupied for the purposes of their railway, or for any purpose incidental to the traffic or business thereof; and which may at any time or from time to time cease to be so used, and any other lands which may have been or may be hereafter acquired by the Company, and which may be found not to be required for the purposes of their undertaking; and to sell and dispose of all or any of such lands within a period or periods to be limited by the intended Act; and, so far as may be necessary, to alter and amend the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands:

To extend the time limited by the London and North Western Railway (New Lines, &c.) Act, 1873, for the purchase of certain lands and buildings in the township and parish of Liverpool, in the county of Lancaster, lying between Lime-street, Gloucester-street, Hanley-street, and Disley-street, and which lands and buildings are referred to and described in sub-section 4 of section 30 of the said Act as being bounded by those streets:

To alter and vary the terms and conditions of the said sub-section 4 of section 30 of the last-mentioned Act, or to repeal that sub-section and make other provisions in lieu thereof:

To extend the respective periods limited by the London and North Western Railway (New Lines, &c.) Act, 1873, for the purchase of lands and buildings required for the purposes of the Dewsbury Junction Railway, described in and authorised by that Act, and for the construction of that railway:

To extend the period limited by the London and North Western Railway (Additional Powers) Act, 1872, for the completion of the Bettws and Festiniog Railway, described in and authorised by that Act:

To empower the Company to abandon and relinquish the construction of the Merthyr Extension Railway No. 2, and the Abersychan Extension Railway No. 2, respectively described in and authorised by the London and North Western Railway (Wales, &c.) Act, 1874:

To empower the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon payment of such rates, tolls, or charges, and upon such terms and conditions as may be agreed upon, or as, failing agreement, shall be prescribed by or settled and determined by or under the provisions of the intended Act, the undermentioned portions of the undertaking of the Lancashire and Yorkshire Railway Company, and all stations, watering-places, water, booking-offices, warehouses, wharves, sidings, works, and conveniences connected therewith (that is to say):—

#### The Ashton Branch Railway:

Such other parts of the railways of the Lancashire and Yorkshire Railway Company as are now constructed or may hereafter be constructed under the existing powers of that Company, or under the authority of any Act to be passed in the next session of Parliament, forming a communication or link in a communication between the Ashton Branch Railway and the Victoria Station at Manchester of the Lancashire and Yorkshire Railway Company:

All or some of the lines of rails of the Lancashire and Yorkshire Railway Company within and through the said Victoria Station:

And to empower the two Companies to make

and carry into effect agreements with reference thereto :

To repeal so much of section 63 of the Act of 9 and 10 Victoria, cap. 204 (1846), entitled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies," as enacts as follows: "and that where any such articles, matters, or things shall be carried a distance exceeding fifty miles, the Company are hereby empowered to demand and receive rates, tolls, or charges as for fifty miles at the least," and in lieu thereof to enact or make provision to the following effect, namely: that where any of the articles, matters, or things above referred to shall be carried on the Company's railways a distance exceeding fifteen miles, the Company may demand and receive rates, tolls, or charges as for fifteen miles at the least, and that where any such articles, matters, or things shall be carried on the Company's railways a distance exceeding forty-nine miles, the Company may demand and receive rates, tolls, or charges as for forty-nine miles at the least: And also to alter and amend the said section 63 of the Act of 1846, so far as may be necessary to empower the Company to increase the charge which they may make in respect of articles or things requiring for the conveyance thereof more than one carriage, waggon, or truck :

To make further provision for empowering the Company to demand and recover the dock rates and rates on goods and other charges specified in or prescribed by the London and North Western Railway (New Works and Additional Powers) Act, 1867, with respect to the use of the docks by that Act authorized, and to alter, amend, extend, and enlarge or re-enact certain of the provisions of that Act relating to or affecting the embankments, docks, and works connected therewith by that Act authorized, and also the provisions of the same Act relating to the extinguishment of certain town and anchorage dues leviable in respect of vessels using the said docks, and to enact or declare that those embankments, docks, and works shall for all the purposes of the said Act relating thereto be deemed to have been completed within the period by that Act limited in that behalf :

To incorporate the Committee appointed under the provisions of the Great Northern and London and North Western Railway Companies (Joint Powers and New Lines) Act, 1874, and to make provision for the substitution of the corporate seal of the said Committee, for the corporate seals of the said two Companies, and the hands or signatures of their respective directors, secretaries, and other officers, and to confer further powers upon the Committee, both with respect to the purposes of the said Act of 1874, and to the purposes of the intended Act to be carried into effect by the said two Companies :

To empower contributing members of the Railway Clearing System Superannuation Fund Association, who may not be of full age, to vote, either personally or by proxy, at meetings of that Association :

To empower the Company to apply and contribute further money in and towards the construction and maintenance of works and other purposes in connection with the North Union Railway, and the Preston and Wyre Railway Harbour and Dock respectively :

To empower the Company to contribute or subscribe further money towards and to take and hold additional shares in the undertaking of the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company :

To empower the Company to increase their capital, and to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation and issue of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company :

To empower the Manchester South Junction and Altrincham Railway Company to raise additional capital for the purposes of the intended Act to be carried into effect by them, and to apply to such purpose any capital or funds belonging to them; and to empower the Company and the Manchester, Sheffield, and Lincolnshire Railway Company respectively to contribute their respective proportions of such additional capital, and for the purpose of so contributing their proportion, to raise further sums of money by the creation and issue of new shares or stock in their undertaking, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means; and also to apply to such purposes any capital or funds belonging to them :

And it is also proposed by the intended Act to empower the Dundalk, Newry, and Greenore Railway Company (hereinafter called the "Dundalk Company") to make and maintain the pier or landing place hereinafter described, with all proper approaches, stages, bridges, pontoons, fences, culverts, drains, and other works and conveniences connected therewith, and to acquire by compulsion or agreement, and to hold lands, houses, and buildings for the purposes thereof or connected therewith, and with the traffic thereon (that is to say) :

A pier to be situate in the townland of Greencastle, in the parish of Kilkeel, and in the extra-parochial or other place of Carlingford Lough, all in the county of Down, commencing in the said township at a point on the public carriage road leading from Greencastle Point to Kilkeel, three hundred and fifty yards or thereabouts south-east of Greencastle Point, and extending thence for a distance of ninety yards or thereabouts, measured in a south-westerly direction, to and into and terminating in Carlingford Lough aforesaid.

To vary and extinguish all existing rights and privileges connected with any lands, houses or buildings proposed to be purchased or acquired by the Dundalk Company for the purposes of the intended Act to be executed by them, or which would in any manner impede or interfere with those purposes, or any of them, and to confer other rights and privileges :

To authorize the crossing, stopping up, altering or diverting, whether temporarily or permanently, of any turnpike road, highway, railway, tramway, canal, river or stream, within or adjoining to the before-mentioned townland, parish, and extra-parochial place which it may be necessary to cross, stop up, alter or divert in executing the several purposes of the intended Act so to be executed by the Dundalk Company :

To empower the Dundalk Company to levy, demand, and recover tolls, rates and charges for or in respect of the pier, and other works to be executed by them, and to grant exemptions from the payment of tolls, rates, and charges.

To empower the Dundalk Company to raise a further sum of money for the purposes of the

intended Act to be executed by them by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing or by any of such means, and also to apply to all or any of the above-mentioned purposes any capital or funds belonging to them:

And also to empower the Company to subscribe or contribute towards the money so to be raised by the Dundalk Company, and to take and hold all or any of the shares or stock so to be created and issued, or to guarantee the payment of interest or dividend upon or in respect of the said shares, stock, and debenture stock, or the money so to be borrowed:—

And for the purposes aforesaid, it is intended, if need be, to alter, amend and extend, or to repeal all or some of the powers and provisions of the several Local and Personal Acts following, or some of them (that is to say):—

The Acts directly or indirectly relating to the London and North Western Railway Company, 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 93, 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, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 177, 208, and 217; 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict. caps. 333, 334, 22, 72, 193, 260, 267, and 316; 29 and 30 Vict. caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict. caps. 94, 95, 113, 144, and 151; 31 and 32 Vict. caps. 21, 38, 49, and 118; 32 and 33 Vict. caps. 78, 108, 109, and 115; 33 and 34 Vict. caps. 79, 84, 112, and 118; 34 and 35 Vict. caps. 12, 64, 86, 114, 183, and 192; 35 and 36 Vict. caps. 87, 134, and 140; 36 and 37 Vict. caps. 156, 174, 179, 187, 193, 201, and 225; 37 and 38 Vict. caps. 102, 129, 130, 157, and 159; and 38 and 89 Vict. caps. 102, 106, 124, 152 and 162:

The North and South Western Junction Railway Act, 1871, and all other Acts relating to the North and South Western Junction Railway Company or their lessees:

The Act 12 and 13 Vict. cap. 81, and all other Acts relating to the Manchester, Sheffield and Lincolnshire Railway Company:

The Act 8 and 9 Vict. cap. 111, and all other Acts relating to the Manchester South Junction and Altrincham Railway Company:

The Act 9 and 10 Vict. cap. 71, and all other Acts relating to the Great Northern Railway Company:

The Act 21 and 22 Vict. cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company:

The Railway Clearing System Superannuation Fund Association Act, 1873:

The Act 9 and 10 Vict. cap. 231, and all other Acts relating to the North Union Railway:

The Act 12 and 13 Vict. cap. 74, and all other Acts relating to the Preston and Wyre Railway Harbour and Dock:

The Acts 20 and 21 Vict. cap. 137, and 25 and 26 Vict. cap. 98, and all other Acts relating to the Oldham Company:

The Dundalk and Greenore Railway Act, 1863; the Dundalk Newry and Greenore Railway Act, 1873; and all other Acts relating to the Dundalk Company.

And notice is also hereby given, that, on or before the thirtieth day of November instant, maps, plans, and sections relating to the objects of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London and Dublin Gazettes, will be deposited as follows (that is to say): As regards the lands in the county of Hertford, with the clerk of the peace for that county at his office at Saint Albans; as regards the works in the county of Buckingham, with the clerk of the peace for that county at his office at Aylesbury; as regards the works and lands in the county of Northampton, with the clerk of the peace for that county at his office at Northampton; as regards the works in the county of Leicester, with the clerk of the peace for that county at his office at Leicester; as regards the works and lands in the county of Warwick, with the clerk of the peace for that county at his office at Leamington; as regards the works and lands in the county of Stafford, with the clerk of the peace for that county at his office at Stafford; as regards the works and lands wholly in the county of Chester, and the works and lands partly in the county of Chester and partly in the county of Lancaster, with the clerk of the peace for the county of Chester at his office at Chester; as regards the last-mentioned works and lands and the works and lands wholly in the county of Lancaster, with the clerk of the peace for that county at his office at Preston; as regards the works and lands in the West Riding of the county of York, with the clerk of the peace for that Riding at his office at Wakefield; as regards the works and lands in the county of Westmoreland, with the clerk of the peace for that county at his office at Appleby; as regards the lands in the county of Cumberland, with the clerk of the peace for that county at his office at Carlisle; as regards the works in the county of Glamorgan, with the clerk of the peace for that county at his office at Cardiff; as regards the works in the county of Carmarthen, with the clerk of the peace for that county at his office at Llandovery; as regards the lands in the county of Brecon, with the clerk of the peace for that county at his office at Brecon; as regards the lands in the county of Carnarvon, with the clerk of the peace for that county at his office at Carnarvon; and as regards the works and lands in the county of Down in Ireland, with the clerk of the peace for that county at his office at Downpatrick; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made or lands are situate, together with a copy of this notice as published in the London and Dublin Gazettes, will, on or before the said thirtieth day of November, be deposited as follows (that is to say): as relates to the township or extra-parochial place of Toxteth or Toxteth-park, with the parish clerk of the adjoining parish of Liverpool; as relates to the parish of Kūlkeel and the extra-

parochial place of Carlingford Lough, with the clerk of the Kilkeel Poor Law Union at his office at the union workhouse, in the town of Kilkeel; and as relates to the several other parishes, with the parish clerk of each such parish at his residence; and as relates to any other extra-parochial place, with the clerk of some adjoining parish at his residence:

And notice is hereby further given, that, on or before the twenty-first 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 9th day of November, 1875.

*R. F. Roberts*, Euston Station, and 9, Great George-street, Westminster, Solicitor.  
*Sherwood, Grubbe, Pritt, and Cameron*, 7, Great George-street, Westminster, Parliamentary Agents.

#### Board of Trade—Session 1876.

##### Wantage Water.

(Construction of Works and Supply of Water to Wantage, and other Places in the county of Berks; Rates, &c.)

**N**OTICE 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 Gas and Water Facilities Act, 1870, to authorise and empower the person or persons to be named in that behalf in the said Order (and hereinafter called "the Promoters") to construct and maintain waterworks, and works connected therewith, within the town and parish of Wantage, and in the hamlet of Grove, in the parish of Wantage, in the county of Berks.

The intended Order will confer upon the Promoters 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:—

**No. 1.** A main pipe or aqueduct for conveying water from springs to the service reservoir or water tank, hereinafter thirdly described, commencing at a valley on the south-west corner of a piece of land belonging to the Reverend Daniel Trinder, and on the east side of the road leading from the town of Wantage to the town of Hungerford, at or near the bottom of the hill called the Workhouse Hill, and passing along the east side of the said road for a distance of forty-one chains and thirty links, then crossing under the said road in a north-westwardly direction through filtering beds into the service reservoir or water tank hereinafter thirdly described.

**No. 2.** A main pipe or aqueduct for conveying water from springs commencing in a valley at Edge Hill, part of the Manor Farm belonging, or reputed to belong, to Charles Worthington, Esquire, on the west side of the said road leading from Wantage to Hungerford, and immediately on the north side of the entrance gates from the said road to Edge Hill Barn and Cottages, and passing along the said valley in a north-eastwardly direction for the distance of nineteen chains and a half, then crossing in the same direction under the said road and joining the main pipe or aqueduct hereinbefore firstly described, at a point twenty-four chains

distant from the commencement of the said main pipe or aqueduct hereinbefore firstly described.

**No. 3.** A service reservoir, water tank, and filtering beds to be situate in a water meadow belonging to Mr. Edward Ormond, on the west side of the said road leading from Wantage to Hungerford, and immediately on the north side of the entrance gates from the said road to the said water meadow.

**No. 4.** A main pipe or aqueduct, commencing at the said service reservoir or water tank hereinbefore thirdly described, and passing in a north-eastwardly direction to the west side of the said road, then along the said road in a north-eastwardly direction until it reaches Newbury-street, in the town of Wantage, then along Newbury-street for the whole length thereof into and through the Wantage Market-place in a north-westwardly direction to Grove-street, then along Grove-street in a north-eastwardly direction for the whole length thereof into the hamlet or village, of Grove, then along the west side of the road leading from Wantage to the Wantage-road Station of the Great Western Railway, then by the side of the bridge which carries the said road over the Wilts and Berks Canal, and then in a northwardly direction along the main street or road of Grove to the village green, then turning westward and terminating in Grove at the bridge which carries the said main street or road over the millstream.

The aforesaid works will be situate in the town and parish of Wantage, and in the hamlet or village of Grove, in the said parish of Wantage, 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, pavements, squares, alleys, bridges, public places, canals, towing-paths, railways, tramways, sewers, drains, and water courses, in the aforesaid town, parish, hamlet and places.

The intended Order will also authorise the Promoters to effect the following objects, namely:

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, spring 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 authorise the promoters to sell absolutely, or to lease for a term of years, or in perpetuity, or let the whole or any part of the works and undertaking, and the water connected therewith to be authorised by the Order.

The Order will incorporate with itself all or some of the provisions of the Water Works Clauses Acts, 1847 and 1863, and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands and such other matters as may be deemed expedient.

The Order will also confer upon the Promoters 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.

And notice is hereby further given, that on or before the 30th day of November, 1875, a plan and section of the proposed works and a copy of this advertisement will be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office at Abington, in the said county, and also at the Board of Trade, Whitehall, London:

The draft of the proposed Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December next, and printed copies thereof when deposited, and of the Order when made, may be obtained on application at the office of Mr. Edward Ormond, Solicitor, Wantage, and at the office of Mr. Edward Walmisley, 25, Abingdon-street, Westminster, at the price of one shilling for each 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 1876, and a copy of such representation or objection must at the same time be sent to the promoters through their Solicitor or Parliamentary Agent on their behalf.

Dated this 16th day of November, 1875.

*Edward Ormond*, Wantage, Solicitor for the Promoters.

*Edward Walmisley*, 25, Abingdon-street, Westminster, Parliamentary Agent.

In Parliament—Session 1876.

London and South Western Railway Company.  
(Exeter and Crediton and North Devon Railways.)

(Compulsory purchase by London and South Western Railway Company of Exeter and Crediton Railway; Purchase by agreement or otherwise by same Company of Shares or Stock of Exeter and Crediton Railway Company; Extinguishment of Shares or Stock of last-mentioned Company held by London and South Western and Bristol and Exeter Railway Companies; Application and Distribution of Moneys payable to Exeter and Crediton Railway Company; Dissolution of that Company; Conversion of Exeter and Crediton and North Devon Railways into Railways exclusively on Narrow Gauge; Repeal or Amendment of Acts, and modification of Agreements between London and South Western and Bristol and Exeter Railway Companies; Application of Funds by and further money powers to London and South Western Railway Company.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by or on behalf of the London and South Western Railway Company (in this notice called "the Company") for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

1. To authorise and empower the Company to purchase and to require the Exeter and Crediton Railway Company (in this notice called "the Crediton Company") to sell and transfer to the Company, or the Bill will vest in the Company, the undertaking, railways, property, rights, powers, privileges, and obligations of the Crediton Company, or some of them or some part or parts thereof respectively, upon such terms and conditions as may be determined by arbitration or otherwise, or as may be prescribed by the Bill.

2. To empower the Company to purchase and acquire by agreement or compulsorily all or any shares or stock of the Crediton Company not already purchased or acquired by the Company, and if need be to require the holder or holders of all or any such shares or stock (including the Bristol and Exeter Railway Company, in this notice called "the Bristol and Exeter Company") to sell and transfer the same to the Company at prices or for considerations, to be determined by arbitration or otherwise, or to be prescribed by the Bill.

3. To provide for the extinguishment of all or some of the shares or stock of the Crediton Company, held by or on account of the Company, and the Bristol and Exeter Company respectively, in such events and upon, under, and subject to such terms and conditions as may be specified in, or provided for, by the Bill.

4. To provide for the application and distribution by the Crediton Company of any moneys to be paid to that Company under the provisions of the Bill, and to exempt the Company from being bound to see to the application, or from being liable for the non-application or misapplication of any such moneys.

5. To provide, if need be, for the dissolution of the Crediton Company, and the winding-up of their affairs.

6. To authorise the Company and to require the Crediton Company to remove some of the rails now laid down upon the North Devon Railway of the Company, and upon the Exeter and Crediton Railway respectively, to the intent and so that those railways shall (notwithstanding anything contained in the Act of the 9th and 10th years of the reign of her present Majesty, for regulating the gauge of railways), become and be in future maintained as railways exclusively upon the gauge of 4 feet 8½ inches, and for that purpose, or in connection therewith, to repeal, alter, or modify the provisions or some of the provisions of the London and South Western Railway (Exeter and North Devon) Act, 1860, and of the Articles of Agreement (in this notice referred to as "the agreement of 1860"), between the Company and the Bristol and Exeter Company scheduled to and confirmed by that Act.

7. To enable the Company to do all things necessary for effecting the objects mentioned in the last preceding paragraph of this notice, and for that purpose to enter upon the railways, works, lands, or property of the Crediton Company and the Bristol and Exeter Company respectively.

8. To substitute for the purposes of Articles 40 and 41 of the agreement of 1860 and of section 23 of the Exeter and Crediton Railway Act, 1874, the narrow gauge lines of railway on the Exeter and Crediton Railway for the broad gauge lines of railway referred to in those Articles and in that section respectively.

9. To authorise the Company to apply for all or any of the purposes of the Bill their funds and revenue, and to raise further money by the creation and issue of new shares or stock, ordinary or preferential or both, and by borrowing.

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

11. To repeal or amend the provisions or some of the provisions of the following local and personal Acts, or some or one of them, that is to say:—4 and 5 Wm. 4, cap. 88, and all other Acts relating to the Company; 8 and 9 Vic., cap. 88, and 13 and 14 Vic., cap. 24, and all other Acts relating to the Crediton Company,

and 6 Wm. 4, cap. 36, and all other Acts relating to the Bristol and Exeter Company, and the Exeter and Crediton Railway Act, 1874.

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

Dated this 15th day of November, 1875.

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

*J. O. Rees*, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1876.

East Norfolk Railway.

(Extension of Railway from Wroxham to Aylsham—Construction of Wharf or Quay and connecting Line at Wroxham—Additional Capital and Borrowing Powers—Cancellation of Shares—Powers of Contribution by and Working and other Arrangements with the Great Eastern Railway Company—Application of Profits—Directors—Purchase of Lands—Amendment of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill for effecting the purposes, or some of the purposes following (that is to say):—

To authorise the East Norfolk Railway Company (hereinafter called "the Company") to make and maintain with stations, approaches, jetties, landing places, works, and conveniences connected therewith, the following railways and works, or some of them, or some part or parts thereof respectively, in the county of Norfolk (that is to say):—

(a) A railway (hereinafter referred to as the Aylsham Extension), commencing in the parish of Hoveton St. John, by a junction with the Company's Railway at a point about 200 yards north of the northern end of the down-passenger platform at Wroxham Station, and terminating in the parish of Aylsham in or near a field occupied by William Starling, at a point about 100 yards, measured in a southerly direction, from the place where the public road leading from Aylsham to Millgate is joined by the road known as William's-lane, which said intended railway will be made or pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say,—Hoveton St. John, Hoveton St. Peter, Belaugh, Tunstead, Coltishall, Great Hautboys, Little Hautboys, Lammas, Oxnead, Sco-Ruston, Horstead (otherwise Horstead-cum-Staning-hall), Frettenham, Buxton, Brampton, Tuttington, Marsham, Burgh, Hevingham, and Aylsham.

(b) A wharf or quay in and near, and on the north-east side of the River Bure, and wholly in the parish of Hoveton St. John, commencing at a point about 20 yards south-east of the viaduct carrying the Company's Railway over the said river, and terminating at a point about 70 yards, measured in a northerly direction from the bridge carrying the public road from Wroxham over the said river, and known as Wroxham Bridge.

(c) A branch railway wholly in the parish of Hoveton St. John, commencing by a junction with the Company's Railway at or near the southern end of the platforms at Wroxham Station, and terminating at or near a point 70 yards measured in a northerly direction from the said Wroxham Bridge.

(d) The embanking, widening, and deepening

of the River Bure, in the parish of Hoveton St. John, in the said county of Norfolk, on and near the line of such intended wharf or quay.

To authorise the Company to purchase by compulsion or agreement lands and buildings in the several parishes, townships, and places aforesaid for the purposes of the said railways, wharf or quay, and works respectively, and of the Bill, and to levy rates, tolls, and charges for and in respect of such railways, wharf or quay, and works, and to cross, divert, or stop up public and other roads, rivers, streams, sewers, and works of any description, and the Bill will vary or extinguish all rights and privileges which interfere with its objects, and will confer exemptions from tolls, rates and duties, and other rights and privileges. To authorise the Company for any purposes of the Bill to apply their funds and revenue, and to raise further money by the creation of new ordinary shares or stock or new preference shares or stock or both, and by mortgage, debenture stock, or otherwise, and to regulate the application of the capital raised for the Aylsham Extension and the rights of the holders of shares or stock therein, and the application of the profits arising from the traffic of the said extension on such extension, and also on the existing railway of the Company, and to enable the Company, if they think fit, to keep separate as regards capital and revenue the Aylsham Extension from the existing authorised undertaking of the Company in such manner as may be authorised or prescribed by the Bill.

7. To make further provisions for the cancellation and reissue of shares.

8. To authorise the Company to purchase by compulsion certain lands in the parish of Salhouse, in the county of Norfolk, at or near the level crossing over the railway at or near Bear's-grove.

9. To authorise the Great Eastern Railway Company to contribute funds to the undertaking, or any part of the undertaking, under the Bill, and to take and hold shares in the capital or any separate capital of the Company, and to enable the Company and the Great Eastern Railway Company to agree as to the manner, amounts, or purposes in and for which the funds so to be contributed or subscribed by the Great Eastern Railway Company shall be applied.

10. To authorise the Company and the Great Eastern Railway Company from time to time to enter into agreements with respect to the working, construction, and maintenance of the intended railways and works, or any of them, the conduct of the traffic of the respective undertakings, the supply of rolling stock, the payments and allowances to be made by either Company, and the apportionment and appropriation of receipts and income from their respective undertakings, or to extend the agreement between the two Companies, dated 23rd September, 1872, and confirmed by the Great Eastern Railway Act, 1874, to the railways and works to be authorised by the Bill, or some part or parts thereof respectively, and either absolutely or with such modifications as the Companies may agree or as may be defined in or prescribed by the Bill, 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.

11. To authorise the Company to elect or appoint additional directors, and to regulate and prescribe the number and qualifications of directors of the Company.

12. To repeal or amend some of the provisions of the several local and personal Acts following, that is to say: the East Norfolk Railway Acts,

1864, 1869, 1872, and 1875, and the Great Eastern Railway Act, 1862, and all or any other Acts relating to the Great Eastern Railway Company.

13. Plans and sections of the intended railways and works, the plans showing also the lands to be taken under the powers of the Bill, with book of reference to the plans, will be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office in the city of Norwich, and a copy of so much of such plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended works will be made or be situate, or in which any lands to be taken under the powers of the Bill are situate, will be deposited as follows (that is to say) with respect to each such parish with the parish clerk of such parish, at his residence, and with respect to each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence. Each such deposit as aforesaid will be made on or before the 30th November, 1875, and will be accompanied by a copy of this notice as published in the London Gazette.

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

Dated the 11th day of November, 1875.

*W. H. Shaw*, Liverpool-street Station, London;

*I. O. Taylor and Sons*, Norwich;  
Solicitors for the Bill.

*J. C. Rees*, 13, Great George-street, Westminster, Parliamentary Agent.

#### Chiltern Hills Spring Water Company.

(Application under the Gas and Water Works Facilities Act, 1870, to the Board of Trade for Provisional Order with power to extend limits of the Chiltern Hills Spring Water Act, 1870; to exercise Powers of the said Act of 1870; and incorporation of Acts; and other purposes)

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the twenty-third day of December next, by the Chiltern Hills Spring Water Company (hereinafter termed "the Company"), for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for all or some of the following purposes (that is to say):—

To extend the limits of the Chiltern Hills Spring Water Act, 1870, within which the Company may supply water so as to comprise and include the following parishes and places, namely, Quarrendon, Fleetmarston, Waddesdon, the hamlet of Westcott, in the parish of Waddesdon aforesaid, Wootton Underwood, and Upper Winchendon, all in the county of Buckingham.

To authorize and empower the Company to exercise for all purposes necessary or incidental to the supply and sale of water in the parishes and places aforesaid, so far as applicable thereto, and generally for the purposes of the intended Order, all the powers and provisions contained in the said Chiltern Hills Spring Water Act, 1870, as fully and effectually as if the parishes and places aforesaid had been comprised and included within the limits of the said Act.

The Order will incorporate with itself the requisite provisions of the Lands Clauses Consolidation Acts, and the Waterworks Clauses Acts, 1847 and 1863, and will vary or extinguish all rights and privileges which interfere with any of its objects, and confer other rights and privileges.

No 24:69.

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And notice is hereby also given, that a copy of this advertisement as published in the London Gazette, will, on or before the thirtieth day of November next, be deposited at the office of the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, in the said county of Buckingham, and also at the office of the Board of Trade (Railway Department), Whitehall, London.

And notice is hereby further given, that printed copies of the draft Provisional Order can, on and after the twenty-third day of December next, be obtained at the office of the Chiltern Hills Spring Water Company, situate in Aylesbury aforesaid, on payment of sixpence for each copy; and all persons desirous of making any representations to the Board of Trade, or bringing before that Board any objection respecting the application to the said Board for the said intended Order, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the said Board, on or before the fifteenth day of January next, and that copies of such objections must at the same time be sent to the Secretary or Solicitors of the Company.

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

Dated this twenty-seventh day of October, 1875.

*Thomas Parrott*, of Aylesbury;  
*Thomas Horwood*, of Aylesbury;  
Solicitors for the said Company.

In Parliament.—Session 1876.

#### Dudley and Oldbury Junction Railway (Abandonment).

(Repeal of Dudley and Oldbury Junction Railway Act, 1873; Abandonment of Undertaking authorised by that Act; Dissolution of Company; Provisions for Repayment of Money Deposited with the Court of Chancery).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Dudley and Oldbury Junction Railway Company, for an Act to repeal "the Dudley and Oldbury Junction Railway Act, 1873;" to abandon the construction of the undertaking authorised by that Act; and to dissolve the Company incorporated by that Act. Powers will also be applied for to obtain repayment of the sum deposited with the Court of Chancery in England in respect of the railways authorised by that Act, and to be abandoned under the powers of the intended Act.

The intended Act will contain all the usual and necessary powers in Acts of the like nature, and it will vary or extinguish all rights, powers, and privileges which will impede or interfere or are inconsistent with the objects and purposes thereof, or any of them, and will confer other rights and privileges.

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

Dated this 11th day of November, 1875.

*Mathews and Smith*, Birmingham.  
*Wragge, Evans and Jesson*, Birmingham,  
Solicitors for the Bill.

*Martin and Leslie*, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1876.

Walsall Gas Purchase and Borough Extension.

(To extend Boundary of Municipal Borough; To Alter Wards and Boundaries of Wards; To Increase Number of Wards; To Increase Number and Representation of Aldermen and Councillors; To Alter Rotation of Aldermen and Councillors; To Repeal Acts and Rescind and Annul Provisional Orders, &c.; To vest Sewers, Works, Estates, Rights, Powers, &c., of Walsall Improvement Commissioners in Walsall Corporation; To Extend Powers, &c., of Walsall Corporation to New District; To Vest Property of Corporation in Corporation of Extended Borough; Provision as to Payment of Debts and Liabilities of Commissioners, and as to School Board, School Buildings and School Jurisdiction in New District; Powers to Levy and Recover General and Special Rates, &c., and Rates, Rents, and Charges for Gas, Markets and Slaughter-houses, &c.; To Extend Jurisdiction of Recorder, Coroner, Borough Justices, &c.; To Exempt New District from County, Improvement, Sewer and other Rates and Assessments, and restrain Justices, School Board and others from exercising jurisdiction; To provide for Maintenance and Repair of Roads, &c.; Purchase, Transfer and Vesting of part of Gasworks Undertaking of Birmingham Corporation in Walsall Corporation; To Exempt Birmingham Corporation from Liabilities; Alteration of Local Acts, Dissolution of Body of Commissioners, and Transfer and Vesting of their Gasworks Undertaking, Funds, Debts, Liabilities and Powers, in Walsall Corporation, and to empower them to Accept same, and Pay and Discharge Debts, Liabilities, and Obligations; To Borrow Money for Purchase of Gas Undertaking, and for Payment of all Mortgage and other Debts of Commissioners, and other purposes; To grant Annuities, &c.; To Enlarge existing and Construct New Gasworks, &c.; To Manufacture and Deal in Gas, &c.; To Levy and Recover Special and General Rates, and Special and other Gas Rates, Rents, and Charges; To Purchase and take Lands by Compulsion, &c.; To enter into Agreements with Birmingham Corporation and Commissioners; To Pay Costs, Expenses, &c.; Repeal and Amendment of Acts, and other purposes).

**N**OTICE 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 Walsall, in the county of Stafford (herein referred to as the Corporation), for an Act for the following, or some of the following, amongst other purposes (that is to say):—

To alter, extend, and enlarge for all municipal, sanitary, and other like purposes, the municipal boundaries of the borough of Walsall (herein referred to as the borough), and to add to and include in and incorporate with the existing borough so much of the adjoining parish of Rushall, in the county of Stafford (herein referred to as the new district), as is situate within the limits or boundary of the district of the Commissioners, acting under the Walsall Improvement and Market Act, 1848, (herein referred to as the Commissioners), as defined by Section 20 of that Act, which new district is adjacent or adjoining to the existing borough boundary, and comprised within the following boundary or limits, that is to say:—

A boundary line, commencing from and out of the existing municipal borough boundary line of the borough at a point where the borough

boundary crosses the street or road leading from Walsall to Coal Pool, now called Proffitt-street, such point being 83 yards or thereabouts from the point where the said street called Proffitt-street unites with Stafford-street, thence proceeding in a north-easterly direction along the southern side of the said Proffitt-street to the point where the same unites with the road from Coal Pool to the Butts, thence proceeding in a south-easterly direction along the western side of the road from Coal Pool to the Butts for a distance of 200 yards or thereabouts, thence proceeding in a nearly straight line in a south-easterly direction (crossing the South Staffordshire branch of the London and North-Western Railway) along the westerly side of an old embankment (formerly used as a tramway), for a distance of 240 yards or thereabouts to the northern side of the stream which supplies water to the Butts Mill, thence proceeding in a straight line for a distance of 90 yards or thereabouts in a south-westerly direction to the southern side or bank of the said stream, thence in a south-easterly direction along the line of the fence on the eastern side of the field numbered 239 on the Tithe Commutation Map for the parish of Rushall for a distance of 34 yards, which said field is now used as gardens, thence continuing in the same direction along the line of the eastern fence of the field numbered 243 on the said map for a distance of 43 yards or thereabouts, which said last-mentioned field is also used as gardens, thence proceeding in the same direction in a straight line across an occupation road, five yards wide, to the fence on the northern side of the field numbered 244 on the said map, thence proceeding for a distance of 61 yards or thereabouts in a north-easterly direction along the line of the last-mentioned fence, thence proceeding in a south-easterly direction for a distance of 87 yards or thereabouts along the line of the fence on the eastern side of the said last-mentioned field, thence proceeding in a south-westerly direction for a distance of 54 yards or thereabouts along the line of the southern fence of the same field, thence proceeding in a south-easterly direction for a distance of 59 yards or thereabouts along the eastern fence of the field numbered 255 on the said map to the north-western side of a new street or road 19 yards wide, thence across such street or road in a straight line and along the eastern fence of the field numbered 254 on the said map, to and along the south-western side or end of the house occupied by Thomas Edwards, and in a straight line in a south-easterly direction from such house until it reaches the main road to Lichfield, thence proceeding in a south-westerly direction along the northern side of the said last-mentioned road for a distance of 14 yards or thereabouts, thence proceeding in a straight line in a south-easterly direction across such road to and along the south-western side of the Mellish-road to a point where the last-mentioned road unites with Buchanan-road, thence proceeding in a southerly and south-easterly direction along the westerly and south-westerly side of Buchanan-road to a cart-road or roadway at Moss Close Farm, and thence along the westerly side of such cart-road or roadway to the brook forming the boundary between the borough and the parish of Rushall, and thence in a westerly and northerly direction along the borough boundary to the point on such boundary line first described.

To incorporate the inhabitants of the existing borough, and the inhabitants of the new district to be added thereto and included within the limits of the borough as extended by the intended Act, as one body as fully and effectually as if the said new district had originally been

included in and formed part of the existing borough.

To alter the boundaries of one or more of the existing wards of the borough, by adding thereto and including therein the new district to be added to the borough; to alter the boundaries of the wards into which the borough is now divided; to increase the number of wards; and to determine and set out in the intended Act, or provide thereby for the determining and setting out of the ward boundaries; and to make such further provision in the intended Act consequent upon such extension of the borough and alteration of the ward or wards as may be deemed necessary or expedient.

To increase or alter the number of aldermen and councillors of the borough; and to alter the rotation of the aldermen and councillors of the borough; to alter and fix the number of aldermen and councillors for the new or altered wards or existing wards; to fix and determine the wards which the present aldermen and councillors shall represent; to make provision for the election of councillors by the several wards, and to extend all or some of the powers and provisions of the several Acts now in force for regulating municipal corporations (so far as the same relate to or apply to the said borough, the division thereof into wards, the preparation of the burgess lists and the revision thereof, the election of aldermen and councillors, auditors and assessors), and for all other matters relating thereto, and to make further and necessary provision in the intended Act consequent upon or in connection with the extension of the borough and the alteration of any ward or wards as aforesaid.

To repeal all acts, and rescind and annul all resolutions and Provisional Orders whereby the Sanitary Acts, the Walsall Improvement and Market Act, 1848, and the Walsall Improvement and Market Amendment Act, 1850, or other Acts, have been put in force within that part of the parish of Rushall (hereinbefore referred to as the new district), which is situate within the limits of the district of the Commissioners, and with respect to which the Commissioners are the Urban Sanitary Authority, and to provide for the transfer to and vesting in the Corporation of all or some of the lands, buildings, sewers, works and other property, and the estates, rights, franchises, privileges, and liabilities now vested in or imposed on the Commissioners as the Urban Sanitary Authority or otherwise, and for the payment and discharge of the debts and liabilities of the Commissioners as such Authority, or otherwise in respect of the new district to be added to the borough.

To extend to the new district all or some of the jurisdictions, powers, rights, privileges, authorities, duties, obligations, and liabilities which the Mayor, Aldermen, and Burgesses of the borough, acting in their corporate capacity and as the Council of the borough and as the Urban Sanitary Authority, or otherwise, or each of them separately, or the Recorder, Coroner, Clerk of the Peace, or any of the officers of the borough in their or his official capacity now respectively have or enjoy or exercise, or can or may lawfully exercise within the existing borough, and to extend and make applicable within the new district all such powers as are now vested in the Corporation by the local and personal Acts in this Notice mentioned, or any other local or any public Acts, or as a municipal corporation, sanitary authority, burial board, or otherwise, with such exceptions, amendments, or alterations as may be deemed expedient.

To provide that the School Board for the existing borough shall be the School Board for the borough as extended, and to make provision

with respect to the School Board for the extended borough for the purchase, appropriation, and use of the existing school buildings within the new district, and the removal and exclusion of the authority of the existing School Board within the new district, and to make such other provisions in reference thereto as shall appear necessary or as may be provided for by the intended Act.

To confer upon the Corporation further and necessary powers for lighting, watching, paving, sewerage, draining, watering, cleansing, and improving of the borough as extended and enlarged by the intended Act. To vest the property of the present Corporation in the Corporation of the borough as so extended. To authorize the levying of a borough rate and of other rates general and special within the extended limits. To demand and recover rates, rents and charges for gas, for use of markets, slaughter-houses and other places, and to exercise all such other powers, rights, authorities, customs and privileges within the extended borough as the Corporation now exercise and enjoy within the existing borough, or as may be conferred on them, for the good government of the borough by the intended Act, and to make all other regulations necessary or expedient.

To extend the jurisdiction, powers, duties, and liabilities of the Recorder, Coroner, Clerk of the Peace, borough justices, police constables and other officers to the whole of the new district to be added to and included within the borough as extended by the intended Act, and to exclude all other justices, constables, and officers from the exercise of jurisdiction or power therein.

To exempt the new district to be added to the borough from the payment of county, improvement, sewer, and other rates and assessments now levied or leviable within such new district, and to restrain the justices of the county of Stafford, the Commissioners, the Rushall School Board, and any other existing body or person now having any jurisdiction or power over such new district, from demanding, levying, or collecting rates, tolls, duties, or assessments therein, and to make provision for the maintenance and repair of all roads, bridges, streets, highways, sewers, drains and watercourses within such new district, and if thought fit for the transfer thereof respectively to the Corporation.

To authorize the Corporation to purchase and acquire, by agreement or otherwise, and to provide for the transfer and vesting to and in the Corporation of so much of the undertaking of the Birmingham and Staffordshire Gaslight Company's undertaking acquired or to be acquired by, or vested in the Mayor, Aldermen, and Burgesses of the borough of Birmingham (herein referred to as the Birmingham Corporation) as consists of the lands, buildings, works, mains, pipes, plant, meters, fittings, and effects of that undertaking, situate within the borough of Walsall, and all extensions thereto made by the Birmingham Corporation, upon such terms and conditions and stipulations as are contained in Section 39 of the Birmingham (Corporation) Gas Act, 1875, or as have been or may be agreed upon between the respective Corporations, or as may be contained in the intended Act; and to make such further and other provisions as may be necessary or expedient for effectually vesting the said lands, buildings, works, and property in the Corporation, and for enabling the Corporation exclusively to exercise within the borough as extended by the intended Act all such powers, rights, and privileges as now are or could be exercised by the Birmingham Corporation in reference thereto, and to exempt the Birmingham

Corporation from all obligations and liability in respect of gas supply within the borough.

To provide for the abolition, so far as relates to the Birmingham Corporation, of all powers, rights and privileges now vested in or exercisable by them in reference to or connected with the aforesaid lands, works and property situate within the borough, on the transfer and vesting of such lands, works and property to and in the Corporation.

To alter, amend or repeal all or some of the provisions of the Walsall Improvement and Market Act, 1848. (herein referred to as the Act of 1848), and the Walsall Improvement and Market Amendment Act, 1850 (herein referred to as the Act of 1850), or one of them, and to provide for the dissolution of the body of Commissioners appointed under the authority of those Acts, or either of them, and the abolition of all powers, rights and privileges vested in or exercised by them and to transfer to or vest in or provide for the transfer to and vesting in the Corporation of all the gasworks undertaking, gas holders, mains, pipes and apparatus, and other things appertaining to or relating to the existing gasworks undertaking of the Commissioners, and of all lands, buildings, sewers, property, funds, sums of money, debts, books, books of account and other books, deeds, estates, rights, powers, duties, privileges and liabilities vested in, belonging to, or imposed on, or exercised by such Commissioners, and to empower the Corporation to accept the same, and to exercise and perform all the rights, powers, authorities, duties and privileges now vested in or exercisable by such Commissioners under the powers of their said Acts, or either of them, within the district of the Commissioners, and their limits of gas supply, and to the like extent as they could have done had the Corporation been named in such Acts in place of the Commissioners; To empower and compel the Corporation to repay all monies, whether relating to gas, sewers, street improvements or any other matter, borrowed by the Commissioners on mortgage or otherwise, and remaining unpaid, and to pay or discharge all arrears and accumulations of principal and interest in respect of any such monies, and to pay all debts and liabilities of every description to which the Commissioners are subject or liable, and all interest due and owing thereon, and to discharge such other liabilities and obligations, if any, as may be prescribed by or provided for in the intended Act.

To authorize the Corporation to borrow any sum or sums of money, in addition to any other moneys authorized to be borrowed by the intended Act, for the purpose of paying off and discharging the existing mortgage and other debts of the Commissioners of every class, including sewer, street improvement, and all other mortgage debts, and to charge the same to the gas works capital account in the same manner as if such mortgage and other debts had been incurred by the Corporation for the purposes of the gas works undertakings.

To authorize and empower the Corporation, for the purposes of the said purchase and other purposes to be authorized by the intended Act, to make and levy special gas rates, rents and charges or new or increased gas rates, rents and charges for gas supplied by them beyond the existing limits of supply of the Commissioners, and to vary such rates, rents and charges, and to confer and extinguish exemptions therefrom and to provide for the recovery and application thereof.

To empower the Corporation to carry on the respective gas undertakings of the Birmingham Corporation and the Commissioners, within the

limits of the borough as extended and within the limits of gas supply of the Commissioners, or within either of those limits and to make, levy, and receive rates, rents and charges, and increased rates, rents and charges, and to use and exercise within such limits all usual and necessary powers conferred on gas companies, including power to maintain and improve, alter and enlarge gasworks; to establish and maintain new gasworks; to break up streets, roads and places; to lay, repair, and maintain mains, pipes, and other works; to manufacture, purchase, sell, let, hire, or otherwise deal in meters, gas fittings and other apparatus and things; to acquire and hold patent rights and licences thereunder; to sell, supply and distribute gas in bulk or otherwise; to manufacture, sell and dispose of coke, tar and the residual matters and things producible from the residual products arising, resulting or obtainable from the manufacture of gas; to prevent the waste, misuse or undue consumption of gas; and to recover gas and meter rents and rates.

To confer, vary, or extinguish exemptions from payment of rates, rents and charges, and to confer all such further and other powers, rights, authorities, and privileges with respect to the several matters aforesaid as may be thought expedient or proper, or as may be defined in the intended Act.

To empower the Corporation to manufacture gas and to manufacture and convert residual products, and to store gas and residual products on the lands now authorized to be used for any of those purposes by the Commissioners, and to enlarge and extend the present gasworks belonging to the Commissioners, situate in the township of the Foreign of Walsall, within the borough, and to construct and maintain new and additional works for the manufacture of gas and for the manufacture and conversion of residual products, and for storing of gas and residual products on other lands to be acquired by the Corporation, as hereinafter described or some of such lands.

To authorize the Corporation to purchase, by compulsion or by agreement, and to hold for the purposes of the intended Act, the lands, houses, hereditaments and premises following or some of them, that is to say:—

1. A piece or parcel of land in the said Foreign of Walsall, within the borough, at or near to a place called the Pleck, lying within an area bounded as follows, that is to say, by a line commencing at the point where the towing-path of the Birmingham Canal adjoins that part of the north-westerly boundary wall of the Walsall Cemetery which is nearest to the Pleck, and proceeding in a south-westerly direction along the easterly and south-easterly side of such towing-path, for a length of 300 yards or thereabouts, thence in a south-easterly direction in a straight line for a length of 343 yards or thereabouts to the fence or boundary between the land of the Trustees of William Stokes and the land belonging or reputed to belong to John Wood at a point which is 182 yards (measured along such fence or boundary) from the wall of the said cemetery, thence (from such last-mentioned point) in a northerly direction for a length of 54 yards along the last mentioned fence or boundary, thence in an easterly direction (crossing the public foot-path) for a length of 83 yards until it reaches the South Staffordshire Railway fence, thence in a northerly direction for a length of 235 yards or thereabouts along such fence until it reaches the boundary between the land belonging or reputed to

belong to John Wood and the land belonging or reputed to belong to Herbert Perks (such last mentioned boundary being at or near to the south-easterly corner of the said cemetery), thence in a westerly direction for a length of 13 yards or thereabouts until it reaches the boundary wall of the said cemetery, and thence along the south-eastern, southern and south-western boundary of the said cemetery, until it reaches the first-named point at which it commenced.

2. A piece of land in the said township of the Foreign of Walsall, measuring 15 yards in width or thereabouts, for the whole length thereof, extending for a distance of 145 yards or thereabouts from the public carriage road leading from Walsall to Wednesbury, near to the New Mills level railway crossing, and continuing along the eastern boundary fence, and forming part of land belonging or reputed to belong to the Trustees of William Stokes, and which said piece of land contains 2,154 square yards or thereabouts, and runs near to and parallel or nearly parallel with a public footpath.
3. A plot or parcel of land consisting of several pieces of land situate at or near The Birchhills, in the township of the Foreign of Walsall within the borough, containing 12a. 2r. 27p. or thereabouts, belonging or reputed to belong to Messrs. Chavasse and others, or to the Birchhills Hall Iron Company, Limited, and in the occupation of Samuel Birch, and bounded on the north by the London and North Western Railway; on the west partly by the Wyrley and Essington Canal and partly by land now or late belonging or reputed to belong to Thomas Foster; on the south by lands belonging or reputed to belong to the Walsall Glue Company, Limited; and on the east by the public highway called Green Lane, leading from The Birchhills to Leamore and Bloxwich.
4. The eight small cottages and land belonging or reputed to belong to Ephraim Richards, containing altogether 1,016 square yards or thereabouts, situate in the township of the Foreign of Walsall, in the borough, adjoining on the north-east to Wolverhampton-street, on the north-west and south-west to the existing Gas Works of the Commissioners, and on the south-east to other land of the Commissioners.

All of which said several pieces or parcels of land and cottages and land are situate in the parish of Walsall, in the said county of Stafford.

To empower the Corporation to construct and maintain works for the manufacture of gas, and to manufacture gas, and to manufacture and to convert residual products, and to store gas and residual products on the aforesaid pieces or parcels of land and premises firstly, thirdly and fourthly described, or either of them, and also on a piece or parcel of land belonging to the Commissioners, purchased by them for those purposes (which said piece or parcel of land adjoins their present gasworks in the said Foreign of Walsall and forms part of the property of the Commissioners to be transferred to and vested in the Corporation) and is situate within an area bounded as follows, that is to say:—

On the north-western side by the said gasworks and land belonging to the Commissioners, and also by property of William Coath, on the southern or south-western side or end by the Birmingham Canal; on the south-easterly side by land and buildings belonging or reputed to belong to Ephraim Richards; and on the north-easterly side or end by Wolver-

hampton-street or road and by land of William Coath.

To alter, vary or extinguish all existing rights and privileges connected with the aforesaid lands and premises, or any of them, and all other rights and privileges which may or could in any way impede or interfere with the carrying into effect of any of the objects and purposes of the intended Act.

To authorize the Corporation to make, levy and recover, within the borough as extended by the intended Act, or any part thereof, such rates, rents, duties, charges and assessments as are now authorized to be levied and recovered within the existing borough, and to make, levy and recover, within the extended borough, such new and additional and other rates, rents, duties, charges and assessments, general and special, as may be authorized by the intended Act. To provide for the recovery and application of rates, rents, duties, charges and assessments, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, charges and assessments.

To alter and enlarge the present borrowing powers of the Corporation, and to empower the Corporation to borrow monies for the purposes of the said gas undertakings, and for other purposes to be authorized by the intended Act; and to empower them to apply their corporate funds and any rates, rents, duties, charges, assessments and monies which they are authorized to borrow or raise, or which are now or may become under their control or management to any of the purposes of the intended Act, and to grant annuities or rent charges or other annual sums or debenture stock, and to borrow money on mortgage or debenture stock. To authorize the conversion of annuities into debentures or debenture stock, and to charge as well the gas undertakings, rates, rents and property which they may acquire under the powers of the intended Act, as also the borough fund and borough rate, or any other rate or rates leviable within the borough as extended, and all the rates, rents, revenues and property of the Corporation, whether as a Municipal Corporation or Urban Sanitary Authority, or any of them, or any part or parts thereof respectively, with and as security for all or any part of such annuities, rent charges, or annual sums of money, or money to be borrowed on mortgage or debentures or debenture stock as aforesaid, and to authorize trustees and others to lend on mortgage, debentures, or debenture stock of the Corporation, and to take and hold annuities of the Corporation.

To provide for the payment by the Corporation of the costs, charges and expenses of and incident to, applying for and obtaining the intended Act, and for discharge of the debts, liabilities and obligations of the Commissioners and all other liabilities and obligations imposed on the Corporation under the powers of the intended Act, or in any way relating to the transfer and vesting of the gas undertakings aforesaid to and in the Corporation, or to the obtaining exercise or execution of any of the powers or provisions of the intended Act, and to make provision with respect to the securities to be given to the Birmingham Corporation and to the Commissioners and for the protection of the Staffordshire Gas Annuitants in reference to the transfers aforesaid.

To empower the Corporation, the Birmingham Corporation, and the Commissioners respectively, to enter into and carry into effect agreements with respect to the several matters aforesaid, or any of them, relating to the transfer and vesting of the said gasworks undertakings in the Corpo-

ration, and to confirm such agreements as have been or may be entered into prior to the passing of the intended Act, and to enable the Corporation to enter into contracts and agreements with any sanitary local authority, bodies or persons for a supply of gas in bulk or otherwise.

The intended Act will vary and extend or repeal, alter, or consolidate all or some of the provisions of, amongst other local and personal acts, the following:—The Walsall Improvement and Market Act, 1848, and the Walsall Improvement and Market Amendment Act, 1850; the Act 6 Geo. 4, cap. 79, and the Act 8 and 9 Vic., cap. 66; the Act 21 and 22 Vic., cap. 1, and the Act 27 and 28 Vic., cap. 239, relating to the Birmingham and Staffordshire Gas Light Company; the Birmingham (Corporation) Gas Act, 1875 (38 and 39 Vic., cap. 178), and the several Acts therein recited, and so much of any Provisional Orders Confirmation Acts as relates to the said School Board Authority of Rushall, or the said Urban Sanitary Authorities or other authority acting within the borough or within the new district. And the intended Act will incorporate with itself the provisions or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Gasworks Clauses Act, 1847; the Gasworks Clauses Act, 1871; the Public Health Act, 1875; the Towns Improvement Clauses Act, 1847; the Towns Police Clauses Act, 1847; the Markets and Fairs Clauses Act, 1847; the Cemeteries Clauses Act, 1847; and the Burial Acts, and the Commissioners Clauses Act, 1847; and the intended Act will vary or extinguish, exclude or modify, all existing powers, rights, privileges and exemptions which would interfere with any of its objects and purposes, and will confer other powers, rights, privileges and exemptions necessary or expedient for carrying any of such objects and purposes into effect.

And notice is also hereby given, that on or before the 30th November, 1875, duplicate plans of the lands intended to be taken compulsorily under the powers of the intended Act, with a book of reference to such plans and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Stafford, at his office at Stafford in that county, and with the parish clerk of the parish of Walsall aforesaid, at his residence.

Printed copies of the intended Act or 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, 1875.

*Samuel Wilkinson*, Town Clerk, Walsall.  
*Durnford and Co.*, 45, Parliament-street  
Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Banbury and Cheltenham Direct Railway.  
(Deviation of Railway No. 4 authorized by the Banbury and Cheltenham Direct Railway Act, 1873—Amendment of Act.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Banbury and Cheltenham Direct Railway Company (hereinafter called "the Company") for an Act for the purposes following or some of them (that is to say):—

To authorize the Company to make and maintain the following deviation of the Railway No. 4, authorised by the Banbury and Cheltenham Direct Railway Act, 1873, with all proper approaches, sidings, stations, works, and conveniences connected therewith (that is to say):—

A deviation, commencing in the parish of Whittington, in the county of Gloucester, by a junction with the said authorised railway at or near the crossing over that railway of the occupation road numbered on the plans relating to that railway deposited with the Clerk of the Peace for the county of Gloucester 26 in the said parish, and 16½ chains or thereabouts eastward of the lodge entrance to Sandywell-park, on the turnpike road between Andoversford and Cheltenham, and terminating in the parish of Charlton Kings, in the same county, by a junction with the same authorized railway in or near the northern corner of the field numbered on the said plans 23, in the parish of Charlton Kings, and 10 chains or thereabouts in a westerly direction from the crossing of the said railway over the public highway, numbered on the same plans 18 in the same parish:

which said intended deviation will pass from, in, through, or into, or be situate within the several parishes and extra-parochial or other places following, or some of them (that is to say):—Whittington, Dowdeswell, Withington and Charlton Kings, all in the county of Gloucester.

To authorize the abandonment of so much of the said authorized railway as will be rendered unnecessary by the construction of the said intended deviation.

To empower the Company to purchase and take by compulsion or agreement, and to hold lands, houses, and buildings in the parishes and other places aforesaid for the purposes of the intended deviation and works.

To vary and extinguish all existing rights and privileges connected with the lands, houses, and buildings proposed to be purchased or taken under the powers of the intended Act, which would in any manner impede or interfere with the purposes of the intended Act, or any of them, and to confer other rights and privileges.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, or other places which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

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

To make provision for the extension to the said intended deviation of all or some of the provisions of the agreement dated the 27th day of June, 1873, between the Company or certain persons on their behalf of the one part, and the Great Western Railway Company of the other part, which agreement is scheduled to and confirmed by the Banbury and Cheltenham Direct Railway Act, 1873, and to amend the said agreement accordingly.

To empower the Company to apply to the purposes of the said intended Act, or any of them, any capital or funds now or hereafter belonging to them, or under the control of their directors.

And it is proposed by the intended Act to alter or amend, so far as may be necessary for any of the purposes thereof, the Banbury and Cheltenham Direct Railway Act, 1873, and any other Act or Acts relating to or affecting the Company, and also the Acts (local and personal) 5 and 6 Will. IV., cap. 107; 10 and 11 Vic., cap. 226; 11 and 12 Vic., cap. 135, and any other

Act or Acts relating to or affecting the Great Western Railway Company.

And notice is hereby further given, that plans and sections of the intended deviation, with a book of reference to such plans, and an ordnance map whereon will be delineated the general course and direction thereof, with a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office, in Gloucester, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish hereinbefore mentioned, and also a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his place of abode, and as regards any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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

Dated this 11th day of November, 1875.

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

*J. B. Looker*, Banbury,

Solicitors to the Company.

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

In Parliament.—Session 1876.

Camelford, Altarnun, and Launceston Railway. (Incorporation of Company; Construction of Railways from Camelford to Altarnun and Launceston; Running Powers over Railways of Bodmin and Wadebridge and Delabole, Bodmin and Wadebridge, Devon and Cornwall, South Devon, London and South Western, Exeter and Crediton, Bristol and Exeter, and Great Western Railway Companies; Working and other Arrangements with the Great Western, Bristol and Exeter, South Devon, London and South Western, Midland, Devon and Cornwall, Bodmin and Wadebridge and Delabole, Bodmin and Wadebridge, Cornwall Mineral and Bodmin and Wadebridge Junction, and Cornwall Minerals Railway Companies; other Powers; Amendment or Repeal of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company"), and to authorize 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, junctions, works, and conveniences connected therewith, or incidental thereto respectively; to be wholly situate in the county of Cornwall, viz.,—

**Railway No. 1.**—A railway (hereinafter referred to as Railway No. 1), commencing in the parish of Lanteglos-by-Camelford by a junction with the authorized line of the Bodmin and Wadebridge and Delabole Railway, in a field numbered 46 in that parish on the plans of the said Bodmin and Wadebridge and Delabole Railway, deposited in November, 1872, with the Clerk of the Peace for the county of Cornwall, for the purposes of the Bodmin and Wadebridge, and Delabole

Railway Act, 1873, at or near the point at which the said authorized railway is intended to cross the turnpike-road from Camelford to Launceston, and terminating in the parish of Altarnun, in the village of Altarnun, at or near the south-east corner of a shop and shed belonging to Jonathan Nicholls, and now or lately in the occupation of Joan Nicholls and Richard Whale, and which said intended Railway No. 1 will be made or pass from, through, or into the several parishes and extra-parochial or other places following, or some of them (that is to say): Lanteglos-by-Camelford, Camelford, Minster, Davidstow, Advent, Saint Cleather, and Altarnun.

**Railway No. 2.**—A railway (hereinafter referred to as Railway No. 2), commencing in the said parish of Altarnun by a junction with the intended Railway No. 1, at the termination thereof as above described, and terminating in the hamlet of Saint Thomas-street, otherwise Saint Thomas the Apostle, otherwise Saint Thomas, in the parish of Dunheved, otherwise Launceston, by a junction with the authorized Railway No. 4 of the Devon and Cornwall Railway Company, authorized by the Devon and Cornwall Railway (Western Extensions) Act, 1873, at or near the point at which that authorized Railway No. 4 is (on the plans deposited for the purposes of the said last-mentioned Act with the Clerk of the Peace for the county of Cornwall, in the month of November, 1872) shown as intended to cross the street or road called or known as Launceston-hill, leading from the town of Launceston, through the said hamlet of Saint Thomas, to the village of Saint Stephens-by-Launceston, and which said intended Railway No. 2 will be made or pass from, through, or into the several parishes and extra-parochial or other places following, or some of them (that is to say): Altarnun, Lewannick, South Petherwin, Saint Thomas the Apostle, and the hamlet of Saint Thomas-street, otherwise Saint Thomas the Apostle, otherwise Saint Thomas, in the parish of Dunheved, otherwise Launceston.

A railway (hereinafter referred to as Railway No. 3), commencing in the hamlet of Saint Thomas-street, otherwise Saint Thomas the Apostle, otherwise Saint Thomas, in the parish of Dunheved, otherwise Launceston, on the said plans of the said Devon and Cornwall Railway (Western Extensions), deposited with the Clerk of the Peace for the county of Cornwall, in the month of November, 1872, which field is the property of and in the occupation of William Hender, at a point 40 feet or thereabouts (measured up by the side of the westernmost fence of the said field) from an occupation road at the bottom thereof, and which said fence adjoins the stream forming the boundary between the parish of Saint Thomas the Apostle and the said hamlet of Saint Thomas, and terminating in the parish of Saint Stephens-by-Launceston by a junction with the Launceston and South Devon Railway, at a point thereon 22 chains or thereabouts (measured along that railway in an easterly direction) from the termination of the passenger lines of railway at the Launceston Station, which said intended railway

will be made or pass from, through, or into the several parishes and extra-parochial or other places following, that is to say:— Saint Thomas the Apostle, the hamlet of Saint Thomas-street, otherwise Saint Thomas the Apostle, otherwise Saint Thomas, in the parish of Dunheved, otherwise Launceston, and Saint Stephens-by-Launceston.

2. To authorize the Company to purchase and take by compulsion or agreement lands, houses, and property required for the purposes of the intended railways and works, and to levy tolls, rates, and duties for the use of the intended railways and works, to alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

3. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, streets, highways, railways, sidings, tramways, rivers, canals, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended railways and works.

4. To empower the Company and all other Companies and persons lawfully using the intended railways, or any or either of them, or any part or parts thereof respectively, to run over and use with their engines and carriages, wagons and trucks, and their officers and servants, and for the purposes of traffic of every description, the whole or any part of the railways and portions of railways following, that is to say:— The Bodmin and Wadebridge and Delabole Railway; the Bodmin and Wadebridge Railway; the Devon and Cornwall Railway (Western Extensions); the railways of the South Devon Railway Company between Launceston and Plymouth; the railways of the London and South Western Railway Company between Lidford 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, the Great Western 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; together with all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on, or connected, or used, with such railways and portions of railways respectively, upon such terms and conditions, pecuniary or otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon between the Company and the Company or Companies for the time being owning or working the said 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 be defined by the Bill, and to require and compel the last-named Companies to afford all requisite facilities for the purpose, and to enable the Company, and all such other Companies and persons as aforesaid exercising the said running powers to levy and receive tolls, fares, rates, and charges, in respect of passengers, animals, and things conveyed by them over the said railways, and portions of railways so run over and used, and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates and duties to be hereafter taken upon the said railways and portions

of railways, and the works and conveniences connected therewith.

5. To enable the Company on the one hand, and the Great Western Railway Company, the Bristol and Exeter Railway Company, the South Devon Railway Company, the London and South Western Railway Company, the Midland Railway Company, the Devon and Cornwall Railway Company, the Bodmin and Wadebridge and Delabole Railway Company, the Bodmin and Wadebridge Railway Company, the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company, and the Cornwall Minerals Railway Company, or any or either of them on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the working, use, management, construction, and maintenance by any or either of the contracting companies of the intended railways and works, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

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

To alter, amend, extend, enlarge, or repeal, so far as 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):—

5 and 6 William IV., cap. 107, 26 and 27 Vic., caps. 113 and 198, and the several other Acts relating to or affecting the Great Western Railway Company.

6 William IV., cap. 36, and the several other Acts relating to or affecting the Bristol and Exeter Railway Company.

7 and 8 Vic., cap. 68, and the several other Acts relating to or affecting the South Devon Railway Company.

4 and 5 William IV., cap. 88, 18 and 19 Vic., cap. 188, 29 and 30 Vic., cap. 216, 34 and 35 Vic., cap. 167, and the several other Acts relating to or affecting the London and South Western Railway Company.

7 and 8 Vic., caps. 18 and 59, and the several other Acts relating to or affecting the Midland Railway Company.

25 and 26 Vic., cap. 165, 34 and 35 Vic., cap. 164, and the several other Acts relating to or affecting the Devon and Cornwall Railway Company.

36 and 37 Vic., cap. 249, and the several other Acts relating to or affecting the Bodmin and Wadebridge and Delabole Railway Company.

2 and 3 William IV., cap. 47, 28 and 29 Vic., cap. 370, and the several other Acts relating to or affecting the Bodmin and Wadebridge Railway Company.

36 and 37 Vic., cap. 250, and the several other Acts relating to or affecting the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company.

36 and 37 Vic., cap. 162, and the several other Acts relating to or affecting the Cornwall Minerals Railway Company, and all other Acts relating to or affected by the objects of the Bill.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, an ordnance map with the lines of the intended railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Bodmin, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the intended railways and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence.

And notice is hereby further given, that on or before the 21st day of December next, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1875.

*Cope, Rose, and Pearson*, 26, Great George-street, Westminster, Solicitors for the Bill.

In Parliament.—Session 1876.

Metropolitan and Brighton Railway.

(Incorporation of Company; Construction of Railways from Mid-Kent Railway, in the parish of Beckenham, and London Chatham and Dover Railway in hamlet of Penge to Brighton, with Short Branches to South-Eastern Railway at Godstone; Compulsory Purchase of Lands; Tolls; Running Powers over Railways of Working and other Agreements with and other provisions affecting the South-Eastern, the London Chatham and Dover, the London and South-Western, the Great Northern, the Midland, the London and North-Western, the Great Western, the East London, the Great Eastern, the Metropolitan, the Metropolitan District, and the Metropolitan Inner Circle Completion Railway Companies; Amendment of Acts).

1. 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:—

2. To incorporate a Company, and to enable the Company so to be incorporated (in this Notice called "the Company"), to make and maintain the railways hereinafter mentioned, or some or one of them, or some part or parts thereof

respectively, together with all necessary and convenient bridges, viaducts, rails, sidings, turn-tables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:

1. A Railway (No. 1) commencing in the parish of Beckenham, in the county of Kent, by a junction with the down line of the Mid-Kent Railway of the South-Eastern Railway Company at a point 240 yards or thereabouts, measured along the said railway, in a southerly direction, from the southern end of the passenger platform of the Lower Sydenham Station, and terminating in the parish of Brighton, in the county of Sussex, at or near the point where the centre of Regent-street joins the north side of Church-street, Brighton.
- 1a. A Railway (No. 1a) wholly in the parish of Beckenham aforesaid, commencing by a junction with the up line of the Mid-Kent Railway of the South-Eastern Railway Company at or near the point of commencement as above described of the intended Railway No. 1, and terminating by a junction with the intended Railway No. 1 at a point about thirty yards from and westward of the western fence of the said Mid-Kent Railway, measuring at right angles from a point in that fence, distant about 130 yards northward from the north end of the passenger platform of the new Beckenham Station.
2. A Railway (No. 2) commencing in the hamlet of Penge and parish of St. Mary, Battersea, in the county of Surrey, by a junction with the down line of the London Chatham and Dover Railway, at a point 620 yards or thereabouts measured in a south-easterly direction along that railway from the foot bridge over the said railway at Penge Station, and terminating in the parish of Beckenham, in the county of Kent, by a junction with the intended Railway No. 1, at a point about 90 yards westward from the point at which the public road leading from the Beckenham Station on the London Chatham and Dover Railway through the town of Beckenham diverges on the one hand to Penge, and on the other hand to Lower Elm End.
- 2a. A Railway (No. 2a) commencing in the hamlet of Penge aforesaid by a junction with the up line of the London Chatham and Dover Railway at or near the point of commencement as above described of the intended Railway No. 2, and terminating in the parish of Beckenham aforesaid by a junction with the intended Railway No. 2, at a point about 243 yards north-westward from the point of termination as above described of that Railway No. 2, and about 90 yards (measured at right angles from the northern fence of the road above mentioned leading from Beckenham Station through Beckenham to Penge) northward from the said northern fence.
3. A Railway (No. 3) commencing in the parish of Godstone, in the county of Surrey, by a junction with the intended Railway No. 1, at a point about 220 yards due east, from a point in the public road leading from the Godstone Station of the said South Eastern Railway to Godstone, distant about 30 chains (measured northward along the said road) from the bridge by which the last-mentioned railway is carried over the said road, and terminating in the said parish

of Godstone, and in the parish of Tandridge, in the said county of Surrey, or one of those parishes, by a junction with the South-Eastern Railway at a point about 940 yards measured in an easterly direction along that railway, from the centre of the bridge carrying the railway over the public road at the Godstone Station.

4. A Railway (No. 4) wholly in the parish of Godstone aforesaid, commencing by a junction with the intended Railway No. 1 at a point about 23½ chains southward, from the South-Eastern Railway, and about 30½ chains eastwards from the public road over which that railway is carried by a bridge at Godstone Station (measuring at right angles to the said railway and road respectively), and terminating by a junction with the South-Eastern Railway near the east side of the said bridge carrying the railway over the said road at Godstone Station.

Which said intended railways will be made or pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them, that is to say:—Beckenham, Elmer's End, otherwise Elm End, West Wickham, and Hayes, in the county of Kent; and Penge, or Pensgreen, St. Mary, Battersea, Addington, Aldon, Croydon, otherwise St. Peter's, South Croydon, Selsdon, Farley, Warlingham, Chelsham, Sanderstead, Tandridge, Caterham, Godstone, Woldingham, Oxted, Crowhurst, Bletchingly, Lingfield, Horne, Blindley Heath, Felbridge, and Worth, in the county of Surrey; and East Grinstead, Horne, Worth, West Hoathly, Birch Grove, Ardingly, Hapstead, Horsted Keynes, Fletching, Lindfield, otherwise Lindfield Burley Arches, Cuckfield, Hayward's Heath, Clayton, Keymer, Wivelsfield, Ditchling, Hurstpierpoint, Sayers, otherwise Sawyer's Common, Albourn, Newtimber, Pyecombe, otherwise Pyecombe-street, Falmer, Stanmer, Patcham, Withdean, West Blatchington, Preston, Brighton, otherwise Bright-helmstone, St. Martin's and St. Peter's, Brighton, in the county of Sussex.

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

4. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, courts, passages, footpaths, ways, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes, townships, extra-parochial and other places aforesaid, or any of them, as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works or any of them or of the Bill, and to vest in the Company the sites, or some part or parts thereof respectively, of all turnpike and other roads, highways, streets, courts, passages, footpaths, and ways which it may be necessary or convenient to stop up for the purposes of the intended works and of the Bill, and to extinguish all public or other rights of way, in, over, or affecting the same.

5. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments within the parishes, townships, extra-parochial, and other places hereinafter mentioned, for the

purposes of the intended railways and works of the Bill; and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

6. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and upon the railways and portions of railways, stations, and works hereinafter mentioned, belonging to, or used by, or under the control and management of, or appropriated to, or used by the South-Eastern Railway Company, the London Chatham and Dover Railway Company, the Midland Railway Company, the Great Northern Railway Company, the East London Railway Company, the Great Eastern Railway Company, the Metropolitan Railway Company, the Metropolitan District Railway Company, and the Metropolitan Inner Circle Completion Railway Company; and to alter the tolls, rates, and duties which those Companies are respectively now authorised to take; and to confer exemptions from the payment of such tolls, rates, and duties respectively.

7. To empower the Company and any Company or persons for the time being working or using the railways of the Company, or any part or parts thereof, either by agreement or otherwise, and 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, carriages, and waggons, officers and servants, whether in charge of engines and trains or for any other purpose whatsoever, and for the purposes of traffic of every description, the railways or portions of railways hereinafter mentioned, or some part or parts thereof respectively, that is to say:—

(a.) So much of the lines of railway of the South-Eastern Railway Company as lies between the points of junction of the intended Railways No. 1 and No. 1a herein before described, with their Mid Kent Railway, and London Bridge; and thence to Cannon-street and Charing Cross respectively, including the London Bridge, Cannon-street, and Charing Cross stations of that Company:

(b.) So much of the lines of railway of the London Chatham and Dover Railway Company as lies between the points of junction therewith of the intended Railways No. 2 and No. 2a hereinbefore described and Herne Hill station, together with that station:

(c.) So much and such parts of the several railways and lines of rails belonging to, or used by, or under the control and management of the London Chatham and Dover Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Victoria Station and Pimlico Railway Company, respectively, as lie between Herne Hill Station and the stations of or portions of stations appropriated to or used by the London Chatham and Dover Railway Company, the Midland Railway Company, and the Great Northern Railway Company, or any or either of them, at Ludgate-hill, Morgate-street, Farringdon-street, and Victoria terminus respectively, together with all the said several stations and portions of stations respectively:

(d.) The railways of the East London Railway Company, from the several junctions or authorised junctions thereof, with the South-

Eastern Railway, near the New Cross Station on that railway, to the several junctions or authorised junctions thereof, with the railways of the Great Eastern Railway Company, including any junction lines and junctions to be authorised in the ensuing session of Parliament:

(e.) The railways of the Great Eastern Railway Company from all or any of the junctions above mentioned to their Liverpool-street Station including that station:

(f.) The railways for the time being of the Metropolitan Railway Company, the Metropolitan District Railway Company, and the Metropolitan Inner Circle Completion Railway Company respectively:

and all other stations, roads, 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 several railways or portions of railways and stations.

8. To empower the Company on the one hand, and the South-Eastern Railway Company, the London Chatham and Dover Railway Company, the London and South-Western Railway Company, the Great Northern Railway Company, the Midland Railway Company, the London and North-Western Railway Company, the Great Western Railway Company, the East London Railway Company, the Great Eastern Railway Company, the Metropolitan Railway Company, the Metropolitan District Railway Company, and the Metropolitan Inner Circle Completion Railway Company (which Companies are in this Notice referred to as "the twelve Companies") or any one, two, or more of them on the other hand, from time to time to enter into and carry into effect, and to rescind contracts, agreements, and arrangements in with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways, stations, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon, or coming from, or destined for the railways or stations of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, appropriation, apportionment and distribution of the tolls, rates, income and profits arising from the respective railways and works of the contracting Companies or any or either of them, or any part thereof, and the employment of officers and servants, and to authorise the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. To require the twelve Companies, and each or some or one of those Companies, upon such terms and conditions as shall be agreed upon or as shall be provided by the Bill, to book through and forward all passengers, goods, animals, minerals, carriages, and traffic (that word having in this notice the meaning assigned to it by "the Railway and Canal Traffic Act, 1854") to or from or over the whole or any part of the railways and stations belonging to them respectively, or under their respective management or control, or over or to which they have running powers, or the means or right of forwarding traffic to and from the railways of

the Company or any part or parts 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 twelve Companies are now respectively authorised to receive and take upon their respective railways or the railways under their management or control, or appropriated to or used by them as aforesaid, and to confer, vary, or extinguish exemptions therefrom.

10. 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.

11. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of them of the several local and personal Acts of Parliament following (that is to say):— 6 William IV. cap. 75, and all other Acts relating to or affecting the South-Eastern Railway Company, 16 and 17 Vic. cap. 132, and all other Acts relating to or affecting the London Chatham and Dover Railway Company, 4 and 5 William IV. cap. 88, and all other Acts relating to or affecting the London and South-Western Railway Company, 9 and 10 Vic. cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company, 7 and 8 Vic. caps. 18 and 59, and all other Acts relating to or affecting the Midland Railway Company, 9 and 10 Vic. cap. 204, and all other Acts relating to or affecting the London and North-Western Railway Company, 5 and 6 William IV. cap. 107, 26 and 27 Vic. caps. 113 and 198, and all other Acts relating to or affecting the Great Western Railway Company, 16 and 17 Vic. cap. 186, and all other Acts relating to or affecting the Metropolitan Railway Company, 27 and 28 Vic. cap. 322, and all other Acts relating to or affecting "the Metropolitan District Railway Company," "the Metropolitan Inner Circle Completion Railway Act, 1874," and all other Acts relating to or affecting the Metropolitan Inner Circle Completion Railway Company, "the East London Railway Act, 1865," and all other Acts relating to or affecting the East London Railway Company, 25 and 26 Vic. cap. 223, and all other Acts relating to or affecting the Great Eastern Railway Company, and "the Holborn Viaduct Station Act, 1871," or some or one of the said Acts.

12. And notice is hereby also given that on or before the 30th day of November, 1875, plans and sections of the railways proposed to be authorised by the Bill showing the line and levels thereof, the plans showing also the lands to be taken compulsorily under the powers of the Bill, 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 so to be taken, 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 at Maidstone, in that county; and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in that county; and with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said works, or any part thereof, are or is intended to be made, or will be situate, together with a copy

of this notice as published in the London Gazette, will be deposited for public inspection as follows: as regards the hamlet of Penge, with the Clerk of the Lewisham District Board of Works, at his office, at Catford, in the case of each other parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 11th day of November, 1865.

*Burchells*, 5, Broad Sanctuary, Westminster, Solicitors for the Bill.

*J. C. Rees*, 13, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1876.

Sheerness Pier Improvement.

(Incorporation of Company, transfer to and vesting of undertaking of Commissioners of Sheerness Pier in Company and Dissolution of body of Commissioners; New Works; to purchase Land, &c., by compulsion or agreement, and to vary or extinguish Rights and Privileges; alteration of existing, and New, Tolls, Rates, and Duties; Incorporation and Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for carrying into effect all or some of the following, amongst other purposes, that is to say:

To incorporate a Company (hereinafter referred to as "the Company"), to be called the Sheerness Pier Improvement Company, or such other name as may be fixed by the intended Act, and to transfer to and vest in, or to provide for the transferring to and vesting in the Company, and to empower the Company to hold, use, maintain, exercise, and enjoy all the undertaking, pier, causeway, houses, buildings, toll-houses, watch-houses, watch-boxes, buoys, mooring chains or moorings, beacons, lights, gates, posts, machines, and other property and effects real and personal, powers, rights, duties, privileges and authorities (hereinafter referred to as "the pier undertaking"), of "The Commissioners of Sheerness Pier" (hereinafter referred to as "the Commissioners"), being the Commissioners for putting in execution an Act passed in the 10th year of his late Majesty King George IV, chapter 120, intitled "An Act for maintaining the pier at Sheerness in the parish of Minster, in the Isle of Sheppy, in the county of Kent," which are now held, used, exercised and enjoyed by the Commissioners under and by virtue of the last-mentioned Act, or otherwise howsoever, upon such terms and conditions, and subject to such alterations, modifications, and restrictions as have been or may be agreed upon between the Company and the said Commissioners, or as may be defined in the intended Act, and to empower and compel the Company to pay all annuities granted or payable by the Commissioners, and all moneys borrowed or owing by them on mortgage, bond or otherwise, and remaining unpaid, and to pay or discharge all debts, liabilities and obligations of the Commissioners, or to which they are subject or liable, and to discharge such other liabilities and obligations, if any, as may be prescribed by the intended Act, and to dissolve the Commissioners.

To empower the Company to make and maintain as part of the said pier undertaking, so to

be vested in them as aforesaid, the following new and additional works or enlargement, and extension of existing works, or some of them, or some part or parts thereof respectively:—

1. A quay wall or embankment and quay, commencing at a point on the existing sea wall, 600 feet or thereabouts, measured in a southerly direction from the south-east corner of the toll-house of the existing pier, thence proceeding in a curved direction, and terminating at the south side of the said pier, at a point 520 feet or thereabouts, measured in a westerly direction, from the south-east corner of the said toll-house.
2. A widening or enlargement of the existing pier, on the southern side thereof, commencing at the point of termination of the said quay wall or embankment, and terminating at the east side of the head or T end of the said pier.
3. An extension of the head or T end of the said pier, commencing at the south-west corner thereof, and proceeding in a straight line in a south-westerly direction, for a distance of 300 feet.

Together with all necessary landing stages, landing places, pontoons, buildings, houses, pavilions, slipways, bridges, approaches, works, and conveniences connected therewith. All which said works will be wholly situate in the parish of Minster, in the county of Kent, and on the foreshore and bed of the River Medway.

To empower the Company in constructing the said works to deviate laterally from the lines thereof to any extent within the limits of deviation shewn upon the plans thereof to be deposited as hereinafter mentioned, and to deviate vertically from the levels of those works as shewn upon the sections thereof to be deposited as hereinafter mentioned, to such extent as may be prescribed by the intended Act.

To purchase by compulsion or agreement, or to take on lease, or otherwise acquire all lands, hereditaments, waters, easements, rights, and privileges which it may be necessary or expedient to acquire for the construction and maintenance of the proposed works. To vary or extinguish all powers, rights, and privileges which would or might impede or interfere with, and to confer upon the Company all other powers, rights, privileges, and authorities necessary for carrying into effect, the objects and purposes of the intended Act.

To extend and define, or to better define the limits of the said Act 10 George 4, cap. 120, within which the Company may exercise the powers and jurisdiction conferred upon them by the intended Act.

To provide that the said intended works shall when constructed, form part of the pier undertaking, so to be vested in the Company as aforesaid; and to authorise and enable the Company to enforce, exercise, and enjoy, within the limits and jurisdiction of the said Act, or within such limits and jurisdiction as extended by the intended Act, all and the like powers, rights, privileges, and authorities in respect of the said pier undertaking to be vested in them by the intended Act, and of the intended works, which the Commissioners now enforce, exercise, and enjoy by virtue of their said Act or otherwise, but subject to such additions, alterations, variations, modifications, and restrictions (if any) as may be prescribed by the intended Act.

To alter the existing tolls, rates, and duties which the Commissioners are now empowered to levy and demand, and to authorise the Company to levy, demand, and recover other tolls, rates,

duties, and charges in lieu thereof, or in addition thereto; to vary or extinguish existing exemptions from the payment of tolls, rates, and duties, and to confer other exemptions from payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights, privileges, and exemptions.

To incorporate with the intended Act some or all of the provisions of "the Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Harbours, Docks, and Piers Clauses Act, 1847," and of any other Acts that may be necessary for carrying into effect the objects and purposes of the intended Act.

To alter, amend, enlarge, or extend, and, if necessary, to repeal all or some of the powers and provisions of the said local and personal Act, 10 Geo. IV, chap. 120 (relating to the Sheerness Pier), and of any other local and personal Act that may be necessary or expedient for carrying into effect the objects and purposes of the intended Act.

Duplicate plans and sections of the proposed works, and of the lands in and through which the same will pass, or which will be required to be taken for the purposes of the intended Act, with a book of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, and on or before the said 30th day of November instant a copy of the said plans, sections, and book of reference, and of this notice as published in the London Gazette will also be deposited for public inspection with the parish clerk of the said parish of Minster, at his place of abode.

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

Dated this 18th day of November, 1875.

*Durnford and Co., 45 Parliament Street,  
Westminster, Parliamentary Agents.*

In Parliament—Session 1876.

Gas Light and Coke Company.

(Compulsory Purchase of Land; Erection of Works; New Borrowing Powers, and Regulations and Provisions with respect to Dividends; Amendment of Acts; and other Purposes.)

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

To authorise the Gas Light and Coke Company (hereinafter called the Company), to purchase by compulsion or agreement the following lands, in the county of Middlesex, or some of them, or some part or parts thereof; that is to say:—

1. A piece or parcel of land, in the parish of St. Mary Abbots, Kensington, now held by the Company from Colonel St. Quintin, part on lease and part under an agreement for lease, and forming portion of the gas works at Kensal Green, and comprising eight acres or thereabouts, bounded on the east by land belonging to the Company, on the north-east by the Grand Junction Canal, on the north by land belonging to the General Cemetery Company, on the west by land belonging to Colonel St. Quintin, and on the south by the Great Western Railway.
2. Certain pieces or parcels of land, in the

parish of St. Mary Abbots, Kensington, belonging to Colonel St. Quintin, and in the occupation of the Company, and comprising eight acres and two roods or thereabouts, bounded on the north by land belonging to the General Cemetery Company, Colonel St. Quintin, and the Grand Junction Canal, on the east by other land belonging to Colonel St. Quintin, on the west by land belonging to the Great Western Railway Company, and on the south by the Great Western Railway.

3. A piece or parcel of land, in the parish of St. Mary Abbots, Kensington, belonging to the General Cemetery Company, comprising seven acres three roods or thereabouts, bounded on the north, north-east, and north-west by the Grand Junction Canal, and on the south, south-east, and west by land belonging to Colonel St. Quintin.
4. A piece or parcel of land, in the parish of St. Mary Abbots, Kensington, belonging to Colonel St. Quintin, and comprising three roods or thereabouts, bounded on the north by the Grand Junction Canal, on the east by land belonging to the General Cemetery Company, and on the south by other land belonging to Colonel St. Quintin.

To authorise the Company to purchase by compulsion or agreement the following lands, in the county of Kent, or some of them, or some part or parts thereof; that is to say:—

5. Certain pieces or parcels of land situate in the parish of Woolwich, belonging or reputed to belong to the Metropolitan Board of Works, and containing twenty-eight acres, two roods and eighteen poles, or thereabouts, and bounded on the north, north-east, and east by the Outfall Sewer of the Metropolitan Board of Works, on the south by the River Thames, on the west by lands belonging to the Company.
6. Certain pieces or parcels of land situate in the said parish of Woolwich, belonging or reputed to belong to John Ismay French, and containing sixty-five acres, three roods and thirty-three poles, or thereabouts, and bounded on the north-west by other land belonging or reputed to belong to the said John Ismay French, on the north-east by land belonging to the Company, on the east by the River Thames, on the south by land belonging to the London and St. Katharine Docks Company, and on the west by land belonging to James Cambell.
7. Certain pieces or parcels of land situate in the said parish of Woolwich, belonging or reputed to belong to James Cambell, and in the occupation of Henry Holloway, and containing twenty-nine acres, two roods, and fourteen perches, or thereabouts, and bounded on the north-east and east by land belonging or reputed to belong to John Ismay French, on the south by land belonging or reputed to belong to the London and St. Katharine Docks Company, on the west partly by land belonging or reputed to belong to the London and St. Katharine Docks Company, and partly by land belonging or reputed to belong to Thomas Mathews, and on the north-west by land belonging or reputed to belong to John Ismay French.

To authorise the Company to purchase by compulsion or agreement the following lands in the county of Essex, or some of them, or some part or parts thereof; that is to say:—

8. A piece or parcel of land situate in the parish of Barking, belonging or reputed to belong to Henry Ezard and Margaret Ezard, and

containing ten acres or thereabouts, and bounded on the north by the Outfall Sewer of the Metropolitan Board of Works, on the north-east by land belonging or reputed to belong to the Metropolitan Board of Works, on the south-east and south by land belonging to the Company, and on the west by other land belonging to the said Henry Ezard and Margaret Ezard.

9. A piece or parcel of land situate in the said parish of Barking, belonging or reputed to belong to the Metropolitan Board of Works, and containing ten poles or thereabouts, and bounded on the north by the Outfall Sewer of the Metropolitan Board of Works, on the south-east by land belonging to the Company, and on the south-west by land belonging or reputed to belong to Henry Ezard and Margaret Ezard.

10. A piece or parcel of land situate in the said parish of Barking, belonging or reputed to belong to John Ismay French and containing eight acres, three roods, fourteen poles or thereabouts, and bounded on the north partly by the Beckton Branch of the Great Eastern Railway, and partly by land belonging to the Company, on the east by land belonging to the Company, on the south-east partly by other land belonging to the said John Ismay French and partly by land belonging to James Cambell and on the west partly by land belonging or reputed to belong to Thomas Mathews, partly by land belonging or reputed to belong to the Worshipful Company of Ironmongers, and partly by land belonging to the Company.

11. Certain pieces or parcels of land situate in the parish of East Ham, belonging or reputed to belong to Henry Ezard and Margaret Ezard, and containing fourteen acres or thereabouts, and bounded on the north by the Outfall Sewer of the Metropolitan Board of Works, on the south partly by land belonging to the Company and partly by land belonging or reputed to belong to John Ynyr Burges, on the east by other land belonging or reputed to belong to the said Henry Ezard and Margaret Ezard, and on the west by land belonging or reputed to belong to Edward Raphael.

12. A piece or parcel of land situate in the said parish of East Ham, belonging or reputed to belong to the said John Ynyr Burges, and containing six acres or thereabouts, and bounded on the north by land belonging or reputed to belong to Henry Ezard and Margaret Ezard, on the south by land belonging or reputed to belong to the Trustees under the Will and Codicil of the late Beale Blackwell Colvin, on the east by land belonging to the Company, and on the west by other land belonging or reputed to belong to John Ynyr Burges.

13. A piece or parcel of land situate in the said parish of East Ham, belonging or reputed to belong to the Trustees under the Will and Codicil of the late Beale Blackwell Colvin, and containing ten acres or thereabouts, and bounded on the north by land belonging or reputed to belong to John Ynyr Burges, on the north-east, east, south-east, and south by land belonging to the Company, and on the west by land belonging or reputed to belong to John Ynyr Burges.

14. A piece or parcel of land situate in the said parish of East Ham, belonging to the Company and held on lease by Joshua Billups and Thomas Richard Billups, and containing five acres, two roods and twenty-nine

poles, or thereabouts, and bounded on the north by land belonging or reputed to belong to Henry Ezard and Margaret Ezard, on the east and south by other land belonging to the Company, on the north-west, south-west and west by land belonging or reputed to belong to the Trustees under the Will and Codicil of the late Beale Blackwell Colvin, and on the south-west partly by land belonging or reputed to belong to the said Trustees and partly by land belonging or reputed to belong to John Ynyr Burges.

15. A piece or parcel of land situate in the said parish of East Ham, belonging to the Company and held on lease by Joshua Billups and Thomas Richard Billups, and containing six acres or thereabouts, and bounded on the north by the Beckton Branch of the Great Eastern Railway, on the east by land belonging or reputed to belong to John Ismay French, on the south by land belonging or reputed to belong to the Worshipful Company of Ironmongers, and on the west by land belonging to the Company.

16. A piece or parcel of land situate in the said parish of East Ham, belonging or reputed to belong to the Worshipful Company of Ironmongers, and containing ten acres or thereabouts (forming part of an arable field), bounded on the north by land belonging to the Company, on the east by land belonging or reputed to belong to John Ismay French, on the south by land belonging or reputed to belong to Thomas Mathews, and on the west by other land belonging or reputed to belong to the Worshipful Company of Ironmongers.

17. A piece or parcel of land situate in the said parish of East Ham, belonging or reputed to belong to Thomas Mathews, and containing thirteen acres or thereabouts, and bounded on the north by land belonging or reputed to belong to the Worshipful Company of Ironmongers, on the east partly by land belonging or reputed to belong to John Ismay French, and partly by land belonging or reputed to belong to James Cambell, on the south by land belonging or reputed to belong to the London and St. Katharine Docks Company, and on the west partly by land belonging or reputed to belong to James Cambell, and partly by land belonging or reputed to belong to the Worshipful Company of Ironmongers.

To extinguish all rights of way or other rights, easements, and interests (if any) in, over, or upon such lands, and to repeal, alter, and rescind all Acts of Parliament, Charters, Grants, Contracts, and Agreements affecting any part of the before-mentioned lands respectively intended so to be acquired by the Company.

To empower the Company to erect upon all or any part of the before-mentioned lands works for the manufacture and storage of gas and for the manufacture, conversion, and storage of residual products, and other works and appliances connected with the manufacture, purification, and distribution of gas, and other purposes of the Company.

To repeal all restrictions with reference to the manufacture and storage of gas and residual products, and to grant other powers in lieu thereof.

To enable the Company to borrow money for the purposes of their undertaking, in addition to the amount which they are at present authorised to raise and to attach a preference, or priority, or other special conditions to the

money so to be borrowed with respect to the payment of interest thereon, and otherwise, and from time to time to alter the maximum price of gas chargeable by the Company and by any Company amalgamated with the Company, and to alter and regulate the dividends of the Company by the price charged for gas or otherwise.

To make the Insurance Fund created under the 25th section of the City of London Gas Act, 1868, applicable alike to the purposes of a Reserve Fund for the Equalization of Dividends, and to the payment of all costs, charges and expenses of and incident to any strike amongst the servants and workmen of the Company, and of all other costs, charges and expenses of an extraordinary character, or to make other provision with respect to the creation and application of an insurance fund and a reserve fund.

To alter the periods for holding the General Meetings of the Company, and to alter the scale of voting for shareholders at such meetings, and to make other provisions for the management of the affairs of the Company.

And power will be taken to levy rents, rates, duties and charges, and to vary existing rents, rates, duties and charges, and all other necessary powers will be inserted in the said Bill for carrying into complete effect the objects and purposes aforesaid.

So far as may be necessary for any of the objects and purposes aforesaid, it is proposed to repeal, alter, or amend all or some of the powers and provisions of "The Metropolis Gas Act, 1860," "The City of London Gas Act, 1868," "The Gas Light and Coke Company's Act, 1868," and all other Acts amending that Act or relating to the Company, or which it may be necessary to alter, repeal, or amend for carrying into effect the objects and purposes of the intended Act.

And notice is hereby further given that on or before the 30th day of November instant, duplicate plans of the lands and houses which may be taken under the powers of the Bill, together with a book of reference to the plans, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green; with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford; and that on or before the said 30th day of November a copy of so much of the said plans and book of reference as relates to each parish in which any lands, houses, or other property intended to be taken are situate and a copy of this Notice will be deposited as follows:—As regards the parish of Saint Mary Abbots, Kensington, with the Vestry Clerk of such parish, at his office, High-street, Kensington; and as regards the parish of Woolwich, with the Vestry Clerk of such parish, at his office at the Town Hall, Woolwich; and as regards the parishes of Barking and East Ham, with the respective parish clerks of such parishes, at their places 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, 1875.

Dated this 12th day of November, 1875.

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

In Parliament—Session 1876.

Kildwick Parish Gas.

(Incorporation of Company—Power to Supply Gas in Silsden, Steeton with Eastburn, Glusburn, Kildwick, Sutton; Cononley, Upper Bradley, Lower Bradley, Cowling, and Farnhill; in the parish of Kildwick—Purchase of Lands by Compulsion and Agreement—Construction of Gas Works—Manufacture and Storage of Gas, and residual Products—Powers to hold Patent Rights and Licences, Manufacture and Deal in Meters, Fittings, and Apparatus—Levy Rates and Charges—Agreements with Local Authorities—And other powers.)

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

1. To incorporate a Company (hereinafter referred to as "the Company") and to confer upon the Company all necessary powers for supplying gas for public and private purposes to all or some of the townships or places of Silsden, Steeton with Eastburn, Glusburn, Kildwick, Sutton, Cononley, Upper Bradley, Lower Bradley, Cowling, and Farnhill, in the parish of Kildwick, in the West-Riding of the county of York.

2. To empower the Company to purchase by compulsion or agreement, and hold the following lands, or some of them, or some part or parts thereof, respectively situate in the said parish of Kildwick (that is to say):—

A close of land, and portions of two other closes of land, all lying together, and situate in the township of Glusburn, and bounded easterly, as to part thereof by a parcel of ground of the Trustees of Carlton Hospital, and as to the remainder thereof by the Keighley and Kendal Turnpike-road, southerly by property of the Midland Railway Company, westerly by the highway leading from Cross Hills to Kildwick, and northerly as to part thereof by the said parcel of ground of the Trustees of Carlton Hospital, and as to the remainder thereof by an imaginary straight line drawn from a point in the said highway (leading from Cross Hills to Kildwick) to the said parcel of ground of the Trustees of Carlton Hospital, parallel with and at a distance of about 185 yards from the Midland Railway, and now as to part thereof in the occupation of Henry Wolfenden, as to other part thereof in the occupation of John Gill, and so the remainder thereof in the occupation of David Barrett.

Three closes of land, with the moiety of an occupation lane, adjoining and belonging to one of such closes, all lying together and situate in the township of Steeton with Eastburn, and bounded northerly by property of the Midland Railway Company, easterly by property of John Foster Horsfall, southerly as to part thereof by the Keighley and Kendal Turnpike-road, and as to the remainder thereof by property of the devisees under the will of the late Thomas Ogden Dixon, and westerly as to part thereof by the last-mentioned property, and as to the remainder thereof by property of North-Summerscales, and now as to part thereof in the occupation of William Dixon, and as to the remainder thereof in the occupation of Jacob Lilley.

3. To authorise the Company from time to time to erect, maintain, and use on the said lands, or any part or parts thereof, works with all necessary buildings, retorts, machinery, appa-

ratus, and conveniences connected therewith for the manufacture, storage, and supply of gas, and the residual products arising or resulting from the manufacture of gas, and for the conversion of residual products, and to manufacture and store gas and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, and to sell and dispose of gas, coal, coke, tar, and lime, and other residual products, matters, and things.

4. To authorise the Company to acquire, hold, use, and exercise patent rights and licences in relation to the manufacture and distribution of gas, and the utilisation of residual products, and to manufacture, purchase, sell, let, or hire, and otherwise deal with, meters, lamps, burners, and other apparatus, articles and things used in the manufacture, sale, supply, or consumption of gas, residual, or other products and substances aforesaid, and to have, hold, use, and enjoy, and exercise all powers, rights, privileges, and authorities necessary, proper, or convenient for the purposes aforesaid, and generally to carry on the business usually carried on by Gas Companies.

5. To authorise the Company to lay down, maintain, alter, renew, and remove mains, pipes, and other apparatus and things along, through, in, across, and under streets, roads, railways, tramways, ways, and other places, and to break up, open, stop up, alter, or divert, either temporarily or permanently, all roads, streets, highways, and places, railways, tramways, rivers, streams, sewers, drains, pipes, and works of every description which it may be necessary or convenient to break up, open, stop up, alter, or divert, for any of the purposes of the Bill.

6. To authorise the Company to make, levy, and receive rates, rents, and charges, differential and otherwise, for, or in respect of the supply of gas, and for the sale and hire of meters and fittings, and to confer exemptions from the payment of rates, rents, and charges.

7. To authorise the Company and any Sanitary Authority, Local Board, or other public or local authority within or beyond the limits of supply, to enter into and carry into effect contracts or agreements for or with respect to a supply of gas by the Company, in bulk or otherwise, to such Sanitary Authority, Local Board, or public or local authority, and any matters incidental thereto, and to confer upon such Sanitary Authority, Local Board, or public or local authority, all necessary powers to borrow and apply money, and to levy rates for the purpose of any such contracts or agreements.

8. To authorise the Company from time to time, for all or any purposes of their undertaking, to purchase by agreement, and hold and to lease and take grants of easements over lands, in any of the townships or places above mentioned, and to sell, let, or otherwise dispose of any lands purchased or acquired by them, and which may not be required for the purpose of their undertaking.

9. To confer upon the Company all such powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the Bill into execution, to vary and extinguish all rights and privileges inconsistent with, or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the Bill, and to confer other rights and privileges.

10. To incorporate with the Bill, or to re-enact, with such variations as may be thought expedient, all or some of the provisions of, amongst other Acts, "The 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 Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871," and any Acts amending such Acts, and any other Acts which may be deemed necessary or expedient for effecting the aforesaid objects.

11. And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands which may be taken for the purposes of the Bill, together with a book of reference to the plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, and with the parish clerk of the said parish of Kildwick, at his residence.

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

Dated this 10th day of November, 1875.

*Wright and Waterworth*, Keighley, Solicitors for the Bill.

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

In Parliament—Session 1876.

Felixstowe Railway and Pier

(New Works and Additional Powers).

Construction of a Tidal Basin or Dock, Open Cut or Channel, Groynes, and Works on Langer or Landguard Wet Common, in the parish of Felixstowe or Walton; compulsory Purchase of Lands; Additional Capital; power to levy Rates, Tolls or Dues; other Powers; Amendment or Repeal of Acts.

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

To empower the Company to make and maintain the works hereinafter described, all in the county of Suffolk (that is to say):—

A tidal basin or dock, 7 acres or thereabouts in extent, to be situate in the parish of Felixstowe or Walton, in land forming part of Langer, otherwise Landguard Wet Common, and near to and on the north side of the Company's authorised railway, and adjoining the shore or beach of Harwich Harbour. The area of the said basin or dock will be within a line drawn as follows:—Commencing at a point on the said common, distant 135 yards or thereabouts north-east of the point of commencement of the Company's railway, as shown on the plans of such railway deposited with the clerk of the peace for the said county in November, 1874, thence proceeding in a south-easterly direction for a distance of 23 yards or thereabouts, thence in an easterly direction for a distance of 160 yards or thereabouts, thence in a north-westerly direction for a distance of 280 yards or thereabouts, thence in a south-south-westerly direction for a distance of 160 yards or thereabouts, and thence in a south-easterly direction for a distance of 45 yards or thereabouts, and there terminating at a point on the said common, 50 yards or thereabouts north-west of the hereinbefore described point of commencement of the said hereinbefore described line.

An open cut or channel (forming an entrance to the intended tidal basin or dock) to be

situate in the said parish of Felixstowe or Walton and in the extra-parochial or other place of Harwich Harbour, commencing from and out of the said tidal basin or dock at or near a point distant 20 yards or thereabouts north of the hereinbefore described point of commencement of the said hereinbefore described line, and extending thence for a distance of 250 yards or thereabouts measured in a direction west by south to and into, and terminating in Harwich Harbour aforesaid.

A groyne or jetty to be situate in the said parish of Felixstowe or Walton and in the said extra-parochial or other place of Harwich Harbour, commencing at a point on the shingle bank or foreshore of Harwich Harbour, distant 55 yards or thereabouts measured in a northerly direction along high-water mark from the point thereof where the same is intersected by the Felixstowe Pier, now in course of construction, and extending thence for a distance of 40 yards or thereabouts measured in a direction west by south to and into, and terminating in Harwich Harbour aforesaid.

A groyne or jetty to be situate in the said parish of Felixstowe or Walton, and in the said extra-parochial or other place of Harwich Harbour, commencing at or near a point on the shingle bank or foreshore of Harwich Harbour, distant 122 yards or thereabouts measured in a northerly direction along high-water mark, from the point thereof, where the same is intersected by the Felixstowe Pier, now in course of construction, and extending thence for a distance of 40 yards or thereabouts measured in a westerly direction, to and into, and terminating in Harwich Harbour aforesaid.

All proper gates, sluices, sewers, drains, pipes, jetties, quays, wharfs, landing-places, stages, staiths, drops, slips, repairing slips, stairs, walls, bridges, embankments, warehouses, roads, approaches, communications, tramways, and other conveniences, in connection with the said tidal basin or dock, and cut or channel, and groynes as may be necessary for the purposes thereof.

To divert into and use for the purposes of the said tidal basin or dock, cut or channel, and works, the waters of Harwich Harbour.

To cross, stop up, alter or divert, whether temporarily or permanently, roads, footpaths, towing paths, railways, tramways, rivers, navigations, streams, sewers, pipes, and other works, so far as may be necessary in constructing or maintaining the said intended tidal basin or dock, cut or channel, groynes and works, and to authorise deviations, laterally and vertically, from the lines and levels of the works, as shown upon the plans and sections hereinafter mentioned.

To purchase and take by compulsion and agreement, lands, houses, and property required for the purposes of the intended tidal basin or dock, cut or channel, groynes, and works, and to levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, animals, and persons, for the use of the intended tidal basin or dock, cut or channel, groynes, quays, wharfs, warehouses, repairing slips, works, and conveniences.

To alter existing tolls, rates, and duties, and to grant exemptions from the payment of tolls, rates, and duties.

To dredge, scour, and deepen from time to time the bed of Harwich Harbour and all channels and waters from time to time forming a

means of access to the intended tidal basin or dock and cut or channel, and the works connected therewith.

To lease or grant the use or occupation of any warehouses, buildings, wharfs, yards, cranes, machines, repairing slips and other conveniences, at such rents and upon such terms and conditions, and for such period or periods as the Company may think fit.

To make provision for the management, use, regulation and protection of the intended tidal basin or dock, open cut or channel, basins, works, and conveniences, the regulation and control of shipping, persons, animals, and goods frequenting or using or approaching to, or departing from the said tidal basin or dock, open cut or channel, basins, works and conveniences, wharves, shipping places and quays, the pilotage of shipping, the appointment, regulation and dismissal of dock masters, pier masters, pilots and other officers, the passage and navigation, anchoring and lying of vessels, ships and craft in Harwich Harbour along, at or near to the intended tidal basin or dock, and open cut or channel, the placing of dolphins, moorings, buoys, lights, beacons, chains, posts, and other conveniences in Harwich Harbour for the purpose of affording access to the said tidal basin or dock, open cut or channel.

To authorise the appointment of officers, and the making of bye-laws, and the imposition of regulations, penalties, and restrictions for the purposes, or with reference to any of the matters aforesaid.

To prescribe, regulate, and define the limits within which the dockmaster and other officers to be appointed under the intended Act may exercise jurisdiction, and make, enforce, and give regulations and directions.

To empower the Company to apply for the purposes of the intended Act any capital or funds now belonging to them, or which they have the power to raise, or which may hereafter belong to them, or which are or may be under the control of their directors.

To empower the Company to increase their capital, and to raise a further sum of money for all or any of the purposes of the intended Act, or for their general purposes, by the creation and issue of new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, or by the creation or issue of debenture stock, or by borrowing on mortgage or bond, or by any of such means.

To authorise and confirm any agreement which has been or may be entered into by the Company with reference to all or any of the purposes aforesaid, or to any matter or matters incidental thereto.

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 intended Act the provisions or some of the provisions of the several Acts following, or some of them (that is to say): The Felixstowe Railway and Pier Act, 1875; the Harwich Harbour Acts, 1863, 1864, and 1865, and any other Act or Acts relating to the Harwich Harbour; the Felixstowe Pier Order, 1873, and the Act confirming the same.

And notice is hereby further given, that on or before the 30th day of November instant, maps, plans, and sections of the said intended tidal basin or dock, open cut or channel, groynes, and works, together with a book of reference to such

plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the said county of Suffolk, at his office at Ipswich, in the said county, and that on or before the said 30th day of November instant, a copy of the said plans, sections, and book of reference, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the parish clerks of the said parishes of Felixstowe and Walton, at their respective residences.

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

Dated this 16th day of November, 1875.

*P. Burrows Sharkey*, 6, Cannon-row,  
Parliament-street, Westminster.

In Parliament—Session 1876.

#### Humber Conservancy.

(Amendment of Acts—Increase of Commissioners by representatives of Shipowners—Provisions for election of Representatives—Power to levy Dues—Power to borrow Money—Purchase or lease of Lands by agreement—Power to grant licences and to sell and lease Lands and Works—application of dues and rents and moneys borrowed—Incorporation of Acts; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Humber Conservancy Commissioners (hereinafter called "the Commissioners,") for an Act for all or some of the following purposes, that is to say:—

To amend the Humber Conservancy Acts, 1852, 1868, and 1871.

To increase the number of Commissioners and provide for the addition to their body of Commissioners to be elected as representatives of the registered shipowners of the ports of Kingston-upon-Hull, Grimsby, and Goole, or some of them, or of other ports or places situate on the River Humber within the limits of the jurisdiction of the Commissioners.

To provide for a register of the shipowners of the ports or places aforesaid, and to determine the mode of election of such representatives.

To enable the Commissioners to levy dues for all or any of the objects of the existing and intended Acts, to compound for and alter dues, to confer, vary or extinguish exemptions from payments of dues, and to confer, vary, and extinguish other rights and privileges, and to provide for the revision and reduction in certain cases of such dues by the Board of Trade.

To enable the Commissioners from time to time to borrow money for all or any of the purposes of the existing and intended Acts, on the security of the revenue and property of the Commissioners, and the dues and rents to be paid under the intended Act.

To make further and better provision for protecting and improving the channels, banks, and bed of the Humber, and otherwise to provide for the more effectual conservancy of that river.

To enable the Commissioners to purchase (but by agreement only) or take on lease lands, buildings, and hereditaments for offices and a store yard, or for other purposes of the Bill.

To enable the Commissioners to sell or lease lands and works acquired or executed by them under the powers of their existing Acts, or the intended Act, and to grant licenses to their purchasers or lessees to execute works which they themselves may be authorised to execute by any such Acts or Act.

To incorporate with the intended Act or apply to the Humber all or some of the powers and provisions of the following Acts, or some of them, that is to say:—The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, so far as they relate to the purchase of lands by agreement—The Companies Clauses Act, 1845—The Harbours, Docks, and Piers Clauses Act, 1847—The Commissioners Clauses Act, 1847—The General Pier and Harbour Act, 1861—The General Pier and Harbour Act, 1861, Amendment Act (25 Victoria, chapter 19)—The Harbours and Passing Tolls, &c., Act, 1861—The Harbour Transfer Act, 1862—The Public Works and Fisheries Acts Amendment Act, 1863—The Harbour Loans Act, 1866; and all Acts amending or affecting the same or any of them.

Printed copies of the Bill for the intended Act will be deposited on or before the 21st day of December, 1875, in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1875.

*Edward S. Wilson*, Solicitor, Hull.

*S. H. Lewin*, 23, King-street, Parliament-street, Westminster, Parliamentary Agent.

#### Imperial Gas Light and Coke Company.

(Increase of Capital and Borrowing Powers—Amalgamation with all or some of the Metropolitan Gas Companies—Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Imperial Gas Light and Coke Company (hereinafter called "the Company"), to raise further capital by the creation of new Ordinary Preference or Debenture Shares or Stock, and by mortgage or otherwise, or by any one or more of such ways or means.

And it is proposed to authorise and provide for the amalgamation of the Company with all or any one or more of the Gas Companies supplying Gas within the Metropolis, as defined by the Metropolis Gas Act, 1860, upon such terms and conditions as may be mutually agreed upon between the several companies parties to the amalgamation, and approved by the Board of Trade, and to vest or provide for the vesting in the amalgamated Company of all or any of the powers, rights, authorities and privileges of the several companies parties to the amalgamation, and such other powers, rights, authorities, and privileges as may be found expedient, and to consolidate or provide for the consolidation into one or more class or classes of shares or stock all or any of the existing classes of shares or stock of the several companies amalgamating, and to make, or provide for the making of such alterations in all or any of the shares or stock of the companies amalgamating, or any of them, and to attach such guarantee, preference, and priority in payment, and such rate of dividend to all or any of the shares or stock of the amalgamated Company and such other right, powers, authorities, and privileges as may be found expedient.

And it is proposed to authorise the amalgamated Company to raise money by the creation of new ordinary guaranteed preference or debenture shares or stock, or mortgage or otherwise, and to create annuities, and to levy rates, rents, and charges, to alter existing rates, rents, and charges, and to grant exemptions from the payment of rates, rents, and charges, and to vary or extinguish all existing rights and privileges which would or might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say:—The Metropolis Gas Act, 1860; the 17th and 18th Vic., cap. 55; 29th and 30th Vic., cap. 352, and 32nd and 33rd Vic., cap. 128, relating to the Imperial Gas Light and Coke Company; also the 31st and 32nd Vic., cap. 106; 33rd and 34th Vic., cap. 121; 34th and 35th Vic., cap. 75; 35th and 36th Vic., cap. 23; 36th and 37th Vic., cap. 116; 10th and 11th Vic., cap. 53; 13th and 14th Vic., cap. 82; 15th and 16th Vic., cap. 155; 5th and 6th Vic., cap. 36; 10th Geo. IV., cap. 118; 27th and 28th Vic., cap. 162; 15th and 16th Vic., cap. 82; 20th and 21st Vic., cap. 73; 29th and 30th Vic., cap. 55; 17th and 18th Vic., cap. 213; 18th and 19th Vic., cap. 12; 5th George IV., cap. 78; 27th and 28th Vic., cap. 159; 17th and 18th Vic., cap. 94; 18th and 19th Vic., cap. 186; 26th and 27th Vic., cap. 37; 5th Vic., cap. 79; 28th and 29th Vic., cap. 14; and 32nd and 33rd Vic., cap. 130; and the Commercial Gas Act, 1875, relating to the said other companies.

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, 1875.

Dated November 18th, 1875.

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

In Parliament—Session 1876.

North Staffordshire Railway.

(Powers of Amalgamation, Sale, Lease, Working, Use, Traffic Arrangements, &c., with respect to Undertaking of North Staffordshire Railway Company, with or to Great Northern, London and North-Western, Manchester, Sheffield, and Lincolnshire, and Midland Railway Companies; Powers to make Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to vest in, or transfer to, or to authorise and provide for the vesting in or transfer to the Great Northern Railway Company, the London and North-Western Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Midland Railway Company (hereinafter called the four Companies), or some or one of them, of the undertaking, railways, canals, works, buildings, lands, property, powers, rights, authorities, and privileges of the North Staffordshire Railway Company (hereinafter called the vendors), or some of them, or some part or parts thereof respectively, by sale, purchase, amalgamation or lease, and either jointly or severally, and in such shares and proportions or otherwise, and either in perpetuity or for such term or terms of years, and for such price or consideration, or for such rent and upon such terms and conditions as may be agreed upon between the vendors on the one part and the four Companies or any one or more of them on the other part, or as may be defined and set forth or otherwise prescribed or provided for in the intended Act.

And it is proposed to provide for the working and use by the four Companies, or some or one of them, of the undertaking, railways, canals, and works of the vendors, or some of them or some part or parts thereof respectively, upon such terms and conditions as may be agreed upon between the vendors on the one part, and the four Companies or any one or more of them on the other part, or as may be set forth or otherwise prescribed or provided for by the intended Act.

And it is proposed to authorise the vendors on the one part, and the four Companies or any one or more of them on the other part, to enter into agreements with respect to all or any of the matters aforesaid, and for traffic arrangements and otherwise for the development and extension and for facilitating the collection, delivery, transfer, forwarding, and conveyance of traffic passing over, coming to, or going from, or destined or intended to be brought to or conveyed over and from any part of the railway or canal system of the vendors, and to make such provisions and confer such powers, rights, and authorities upon the parties to any such agreements and others as may be necessary, proper, or convenient to give complete effect to any such agreements, and otherwise to provide for their being carried into effect, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed, for the purposes of the intended Act, to authorise the levying of 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, and to vary or extinguish all rights and privileges which might impede or prevent the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed to repeal, alter, or amend certain of the provisions of the several Acts of Parliament following, or some of them, that is to say:—1 Will. IV., cap. 55; 9 and 10 Vict., cap. 85; 10 and 11 Vict., cap. 108; 11 and 12 Vict., caps. 66 and 83; 13 and 14 Vict., cap. 55; 17 and 18 Vict., cap. 194; 22 and 23 Vict., cap. 126; 23 Vict., cap. 42; 26 and 27 Vict., cap. 158; 27 and 28 Vict., caps. 118, 232, 308, and 309; 28 and 29 Vict., cap. 339; and 30 and 31 Vict., cap. 142; and all other Acts relating to the vendors; also 9 and 10 Vict., cap. 204; 30 and 31 Vict., cap. 144, and all other Acts relating to the London and North-Western Railway Company; 9 and 10 Vict., cap. 71; the Great Northern Railway (Newark and Melton) Act, 1872, and all other Acts relating to the Great Northern Railway Company; 12 and 13 Vict., cap. 81; the Manchester, Sheffield, and Lincolnshire Railway Act, 1872, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 7 and 8 Vict., cap. 18; 22 and 23 Vict., cap. 136; 23 and 24 Vict., cap. 65; 29 and 30 Vict., cap. 298, and all other Acts relating to the Midland Railway Company, and all other Acts relating to the four Companies, or any of them, which in any manner relate to or affect the North Staffordshire Railway Company, or their undertaking, or any part thereof; also the Longton, Adderley Green, and Bucknall Railway Act, 1866; the Longton, Adderley Green, and Bucknall Railway Act, 1872; 35 Geo. III., cap. 87; and the Newcastle-under-Lyne Canal (Lease) Act, 1864; the Silverdale and Newcastle Railway Act, 1859; the Silverdale and Newcastle Railway Act, 1860; Mr. Sneyd's Railway Act, 1861; the Macclesfield, Bollington, and Marple Railway Act, 1864; the Macclesfield, Bollington, and Marple Committee Act, 1871.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1875.

Dated 17th November, 1875.

*Burchells,* Solicitors for the Bill,  
5, Broad Sanctuary, S.W.  
*Sherwood, Grubbe, Pritt, and Cameron,*  
7, Great George-street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1876.

Severn Bridge and Forest of Dean Central Railway.

Extension of Time for Purchase of Land and Completion of Works; Branch to Connect Forest of Dean Central Railway with Forest of Dean Branch of the Great Western Railway Company; Running Powers over Forest of Dean Central Railway (Amendment of Acts).

**N**OTICE is hereby given, that the Severn Bridge and Forest of Dean Central Railway Company (hereinafter referred to as the Company) intend to apply to Parliament in the ensuing Session for an Act to extend the time limited by the Severn Bridge and Forest of Dean Central Railway Act, 1873, for the purchase of land, and also for completion of the works by that Act authorised.

And the intended Act will authorise the Company to exercise all or some of the following powers, viz. :—

To make and maintain a railway to be wholly situate in the township or parish of East Dean, in the county of Gloucester, with all proper stations, approaches, works, and conveniences connected therewith, commencing by a junction with the Forest of Dean Central Railway, at a point about 300 yards measured along that railway to the eastward of the bridge carrying that railway over the road called Dean's-road, leading from Yorkley to Little Dean, and terminating by a junction with the Forest of Dean Branch of the Great Western Railway Company, near the mile-post on that branch indicating  $12\frac{1}{2}$  miles from London.

To purchase by compulsion and agreement lands, houses, and other hereditaments, for the purposes of the said intended railway and works; and to vary and extinguish all easements, rights, and privileges connected with or incidental to the lands, houses, and hereditaments so to be purchased; and to confer other rights and privileges.

To cross, stop up, alter or divert temporarily or permanently all turnpike and other roads, highways, railways, tramways, aqueducts, reservoirs, streams, rivers, brooks, and watercourses within the said parish with which it may be necessary to interfere for the purposes of the intended Act.

To levy tolls, rates, and duties upon or in respect of the said intended railway and works, to alter the tolls which the Company are now authorised to take, 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 apply to the purposes of the intended Act the funds authorised to be raised under the said Act of 1873, and to raise additional capital by ordinary or preference shares and by borrowing.

And the intended Act will authorise the Company and all companies and persons lawfully working or using their railway, to run over, work, and use with their engines and carriages, and for the purpose of traffic of every description, the Forest of Dean Central Railway, and also all stations thereon, together with the platforms, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sheds, sidings, machinery, works, and conveniences of or connected with such railway, and also to levy tolls, rates, and

duties in respect of traffic conveyed over the same; and to alter the tolls, rates, and duties now authorised to be taken thereon.

The intended Act will make applicable to the proposed railway section 44 of the said Act of 1873, which authorises the Company and the Great Western and Severn Bridge Railway Companies to enter into working agreements with reference to the railway by that Act authorised, and it will incorporate all or some of the provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," and "The Railways Clauses Acts, 1845 and 1863."

The intended Act will also, so far as may be necessary for the purposes thereof, amend, extend, enlarge, or repeal some of the provisions of "The Severn Bridge and Forest of Dean Central Railway Act, 1873," 19 and 20 Vic., cap. 100, and all other Acts relating to the Forest of Dean Central Railway Company, the Act 5 and 6 Will. 4, cap. 107, and all other Acts relating to the Great Western Railway Company and the Severn Bridge Railway Act, 1872.

On or before the 30th day of November, 1875, plans and sections in duplicate of the intended railway and works, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plans, and a map with the line of railway delineated thereon, showing its general course and direction, together with a copy of this notice as published in the London Gazette, will be deposited with the clerk of the peace for the county of Gloucester, at his office at Gloucester, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relate to any parish or extra-parochial place, with a copy of the said notice, will be deposited in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some adjoining parish at his residence.

Printed copies of the intended Act for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 30th day of December next.

Dated this 12th day of November, 1875.

*Burchells*, 5, Broad Sanctuary, Westminster, Solicitors for the Bill.

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

Saint Anne's-on-the-Sea Gas Light and Coke Company (Limited).

Application to Board of Trade for Provisional Order for Powers to erect and maintain Gas Works and to manufacture and supply Gas and Residual Products; Limits of District; Power to break up Roads; to Levy Rates; Incorporation of Acts; and for other purposes.

**N**OTICE is hereby given that application will be made to the Board of Trade on or before the 23rd December next by the Saint Anne's-on-the-Sea Gas Light and Coke Company (Limited) (hereinafter called the Company) for a Provisional Order under the Gas and Waterworks Facilities Act, 1870, for all or some of the purposes following (that is to say) :—

To authorise the Company to make, maintain, extend, enlarge, and renew works for the manufacture of gas and of the residual products.

arising therefrom at Saint Anne's-on-the-Sea, in the parish of Lytham, in the county of Lancaster, in and upon the lands hereinafter described, that is to say:—

Certain lands bounded on the westerly side thereof by the Lancashire and Yorkshire Railway, and on all other sides thereof by land belonging to John Talbot Clifton, Esquire, and Thomas Henry Clifton, Esquire, M.P., and being distant 900 yards from and to the north of St. Anne's-road, and containing in area 14,522 square yards or thereabouts, and in lineal measure of circumference the following dimensions, viz., on the north and south sides respectively 308 feet 3 inches, and on the east and west sides respectively 424 feet.

To empower the Company to purchase by agreement, or to take on lease or underlease the lands hereinbefore described and such other lands as may be necessary for the purposes of their undertaking.

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.

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 following district (that is to say):—

So much of the parish of Lytham in the county of Lancaster as is not comprised within the limits of the Lytham Improvement Act, 1847, and the whole of the township of Marton in the same county.

To authorise the Company within and adjoining their said 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.

To authorise the Company to make and carry into effect contracts and agreements with all corporations, local boards, sanitary authorities, 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 purposes incidental or necessary to their undertaking.

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, and 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.

To authorise the Company to acquire and hold patent rights and licences in relation to the manufacture and distribution of gas, and the utilization of residual products obtainable therefrom.

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 Acts, 1845, 1860, and 1869; the Gas Works Clauses Act, 1847; and the Gas Works Clauses Act, 1871.

On or before the 30th day of November instant, a copy of this advertisement, as published in the London Gazette, and a map showing the lands upon which the Company's works for the manufacture and storage of gas and residual products are proposed to be erected or made, will be deposited for public inspection, in the office at Preston of the clerk of the peace for the county of Lancaster, and also at the office of the Board of Trade, Whitehall, London.

On or before the 23rd day of December next, a printed draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, and copies of the said draft Provisional Order, when deposited, and copies of the Provisional Order when made and settled by the Board of Trade, may be obtained, at the price of one shilling each, upon application at the offices of Messrs. Woodcock and Sons, solicitors, West View, Haslingden, Lancashire; and of Messrs. Sherwood, Grubbe, Pritt, and Cameron, Parliamentary Agents, 7, Great George-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the proposed 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, 1876, and a copy of their objections must at the same time be sent to the said Company, through their Solicitors or Parliamentary Agents, above named.

Dated this 16th day of November, 1875.

*Woodcock and Sons*, West View, Haslingden, Lancashire, Solicitors for the Company.

*Sherwood, Grubbe, Pritt, and Cameron*, 7, Great George Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1876.

Brighton Pavilion.

(Repeal or Amendment of Sections 18 and 23 of the Local Act, 13 Vic., Cap. 5.—Provisions as to User of Pavilion Estates; as to the Free Library, Museum, and Picture Gallery; as to Notices to be given by Auditors under above Act; and as to Consent in certain Cases of Owners and Ratepayers of the Borough, instead of the Inhabitants of the Parish of Brighton in Vestry.—Application of Funds.—Amendment of Act.)

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

1. To repeal or amend so much of the 18th section of the Act of the thirteenth year of the reign of Her present Majesty, cap. 5, intituled "An Act to enable the Commissioners acting under an Act passed in the sixth year of the reign of His late Majesty, King George the Fourth, for better regulating, paving, improving, and managing the town of BRIGHTHELMSTON, in the county of Sussex, and the poor thereof, to purchase, improve, and manage the Royal Pavilion at Brighton, and the grounds thereof, and to enlarge, extend, and apply the powers and provisions of the same Act with reference thereto" (which Act is in this notice referred to as "the Act of 1850"), as provides that no part of the ground floor or lower suite of rooms fronting eastwardly in the building forming the Royal Pavilion shall, without the consent of the inhabitants of the parish of Brighton in vestry assembled, be let otherwise than for short periods.

not exceeding one week, and then only for certain purposes therein specified, and that no letting, demise, or lease under the powers of that section, except as last aforesaid, shall take place or be made save by public tender.

2. To authorise the Mayor, Aldermen, and Burgesses of the town of Brighton (hereinafter called "the Corporation"), notwithstanding anything contained in the Act of 1850, or in the Bill, to grant or permit from time to time the use, free of charge, of any room or rooms forming part of the Pavilion Estates for such objects or purposes as they think fit, or as may be specified in the Bill.

3. To authorise the Corporation to allow or permit the lawn and pleasure grounds forming part of the Pavilion Estates, or any part or parts thereof, to be used from time to time for such purpose or object as they think fit, or as may be specified in the Bill; and when the same are so used to demand and take, or permit to be demanded and taken, such sums as the Corporation think fit, or direct, or as may be prescribed by the Bill, for the admission of persons, vehicles, and things thereto, and to exclude therefrom all persons, vehicles, and things, by whom, or in respect of which such sums shall not be paid; and to make and enforce bye-laws, rules, and regulations, with respect to the user of the said lawn and pleasure grounds as aforesaid.

4. To provide and declare that the establishment and maintenance by the Corporation of a free library, museum, and picture gallery, have been and are purposes of the Act of 1850, within the meaning of that Act, and of the Brighton Pavilion Act 1867, and any other Acts relating to the Royal Pavilion, the Pavilion Estates, or the Corporation.

5. To authorise the Corporation from time to time, when, and as they think fit, or on such occasions and for such purposes or reasons as may be specified by the Bill, to close the said free library, museum, and picture gallery, or any part or parts thereof respectively; or to limit or regulate the admission of the public thereto.

6. To repeal or amend so much of Section 23 of the Act of 1850 as requires the auditors under that Act to give certain notices by advertisement in every public newspaper circulated within the parish of Brighton, and to make other provision as to the giving and publishing of such notices.

7. To provide that wherever in any Act relating to the Royal Pavilion, or the Pavilion Estates, or the Corporation, the consent of the inhabitants of the parish is required to be given for any purpose, or to any matter or thing to be done or omitted by the Corporation, or by any body or person, the consent of the owners and ratepayers of the borough of Brighton (to be testified in such manner as shall be provided by the Bill) shall be substituted for the consent of the said inhabitants.

8. To authorise the Corporation to apply any of their corporate funds or moneys for the purposes of the Bill.

9. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

10. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions, or some of the provisions of the several public, and local, and personal Acts of Parliament following,—that is to say, 6 Geo. 4, cap. 179; 12 and 13 Vic., cap. 102; 18 and 19 Vic., caps. 6 and 31; 24 and 25 Vic., cap. 39; 27 and 28 Vic., cap. 26; 30 Vic., cap. 22; 33 and 34 Vic., cap. 100; 35 and 36 Vic. cap. 86; 36 and 37 Vic. cap. 125; and all other Acts relating to the Royal

Pavilion, the Pavilion Estates, the Corporation, or the borough.

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

Dated this 12th day of November, 1875.

*James A. Freeman*, Town Clerk, Brighton;  
*Tilleard, Godden, and Holme*, 34, Old Jewry, E.C.;

Solicitors for the Bill.

*J. C. Rees*, 13, Great George-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1876.

Tottenham and Edmonton Gas.

(Application under "The Gas and Water Works Facilities Act, 1870," for Provisional Order authorising the raising of additional Capital.)

NOTICE is hereby given that the Tottenham and Edmonton Gas Light and Coke Company (herein called "The Company") intend to apply to the Board of Trade, under "The Gas and Water Works Facilities Act, 1870," for a Provisional Order authorising them to raise additional capital for the purposes of their undertaking by the creation and issue of new shares or stock, and by borrowing upon Mortgage, and by the creation and issue of Debenture Stock, or by some of such means, with power to attach to such new shares or stock, or some of them, or some part thereof, such preference or priority in the payment of interest or dividend, and other rights and privileges as may be authorised or prescribed by the intended Order or by Parliament, and it is intended by the said Provisional Order to alter amend and extend some of the provisions of "the Tottenham and Edmonton Gas Act, 1859."

And notice is hereby also given, that a copy of this Advertisement will on or before the thirtieth day of November instant, be deposited at the Office of the Board of Trade, Whitehall-gardens, and with the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell-green, and on or before the twenty-third day of December next a printed draft of the proposed Order will be deposited at the Board of Trade;

And notice is hereby further given, that on and after the twenty-third day of December next, printed copies of the Draft Provisional Order can be obtained at the Offices of Messrs. Heath and Parker, Solicitors, 12, Saint Helens-place, London, E.C., and of Messrs. Dyson and Co., No. 24, Parliament-street, Westminster, on payment of six pence for each copy;

And all persons desirous of making to the Board of Trade any representation, or of bringing before that Board any objection respecting the said application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the said Board, on or before the 15th day of January next, and a copy of such objections must at the same time be also sent to the Secretary or Solicitors of the Company;

And notice is hereby also given, that after the Board of Trade have settled the said Provisional Order, printed copies thereof can be obtained at the before-mentioned Offices at a charge of six pence for each copy, or such sum as the Board of Trade may direct.

Dated this 10th day of November, 1875.

*Heath and Parker*, 12, St. Helens-place,  
London, Solicitors.

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

In Parliament—Session 1876.

Cornwall Minerals, and Lostwithiel and Fowey Railways.

(Lease to Cornwall Minerals Railway Company of undertaking of Lostwithiel and Fowey Railway Company; Power to those Companies to enter into Agreements with reference thereto; Application of Funds by Cornwall Minerals Railway Company; Annulment of Agreement, dated 25th August, 1865, between the Lostwithiel and Fowey Railway Company, and the Cornwall Railway Company, and Repeal of provisions of Lostwithiel and Fowey Railway Act, 1862, authorising those Companies to enter into contracts and arrangements; Powers to the Lostwithiel and Fowey Railway Company to raise further share and loan Capital; other Powers; Amendment or repeal of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following, or some of the following, among other purposes (that is to say):—

1. To vest, or to provide for the vesting in the Cornwall Minerals Railway Company (hereinafter called the Company), by way of lease as and from such time as may be prescribed by the Bill, and either in perpetuity or for a limited period, the undertaking of the Lostwithiel and Fowey Railway Company (hereinafter called the Lostwithiel Company), 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 Lostwithiel Company, or which they are now authorised to construct, purchase, or acquire, and either before or after the completion thereof, upon such terms and conditions, and for such considerations, and for such periods as have been or may be agreed upon, or as may be prescribed in or authorised by the Bill, and upon such vesting to authorise the Company to exercise and enjoy all the rights, powers, privileges and authorities of the Lostwithiel Company, whether in relation to their own undertaking or to the undertaking of any other Company, body, or person, or 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 or otherwise, and to authorise the Company to levy and receive tolls, rates, and charges for the use of the Lostwithiel and Fowey Railway, to alter the existing tolls, rates, and charges authorised to be taken thereon, and to confer exemptions from the payment of tolls, rates, and charges.

2. To authorise the Company, and the Lostwithiel Company, to enter into and carry into effect, contracts, agreements, and arrangements, for, or with respect to, all or any of the matters aforesaid, and other the objects and purposes of the Bill, and 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 those Companies, with reference thereto.

3. To authorise the Company to apply to the purposes of the Bill, and to the general purposes of their undertaking, any capital or funds now belonging to them, or which they are authorised to raise.

4. To annul and to declare wholly void certain articles of agreement, dated the 25th day of August, 1865, and made between the Lostwithiel and Fowey Railway Company, of the one part, and the Cornwall Railway Company, of the

other part, and which agreement has been entered into under, and in pursuance of the provisions of the Lostwithiel and Fowey Railway Act, 1862, and relates to the maintenance and working of the Lostwithiel and Fowey Railway, and to other purposes, and to repeal, wholly or partially, sections 47 to 53 (both inclusive), and all other provisions of the Lostwithiel and Fowey Railway Act, 1862, authorising or relating to contracts, agreements, and arrangements between the Lostwithiel Company and the Cornwall Railway Company.

5. To authorise the Lostwithiel Company, 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, or by any or either of such means.

6. To confer upon the Company and the Lostwithiel Company all such rights, powers, privileges, and authorities as may be necessary or expedient for carrying the objects and purposes of the Bill into complete and full effect, and 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.

7. 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 Cornwall Minerals Railway Act, 1873," "The Cornwall Minerals Railway Act, 1875," "The Lostwithiel and Fowey Railway Act, 1862," "The Lostwithiel and Fowey Railway Act, 1865," "Treffry's Estate Act, 1872," and all other Acts relating to or affecting the before-named Companies, or either of them, or which may relate to or be affected by any of the objects of the Bill.

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

Dated the 12th day of November, 1875.

*Cope, Rose, and Pearson*, 26, Great George-street, Westminster, Solicitors for the Bill.

In Parliament—Session 1876.

Dudley and Oldbury Junction Railway.

(New or Deviation Railway; Compulsory Purchase of Lands; Extension of Time for Purchase of Lands and for completion of authorised Railways; Power to Abandon authorised Railways No. 1 and No. 3, and portion of No. 2; Regulation of Capital; Tolls; Repeal of Section 53 of the Company's Act and Powers to the Company to carry Passengers on authorised and new Railways; Powers to Great Western Railway Company to contribute, and to make working, traffic, and other arrangements and agreements with the Company; Power to increase number of Directors of the Company and Power to Great Western Company to appoint Directors thereof; Sale of Undertaking to Great Western Railway Company; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session thereof by the Dudley and Oldbury

Junction Railway Company (hereinafter called "the Company") for an Act to effect all or some of the purposes following, that is to say:

The construction by the Company of the new or deviation railway hereinafter described, or some part or parts thereof, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:

A railway commencing by a junction with the authorised Railway No. 2, at or near the point of junction therewith of the authorised Railway No. 3, in the land and wharf numbered 124A, in the parish of Hales Owen and township of Oldbury, on the plans deposited with the Clerk of the Peace for the county of Worcester, with reference to "the Dudley and Oldbury Junction Railway Act, 1873," and terminating by a junction with the Birmingham, Stourbridge, and Worcester Branch of the Great Western Railway, at a point 20 yards or thereabouts, measuring in a south-westerly direction from the south-west side of the bridge which carries the public road, called or known as the Tat Bank Road, leading from Tat Bank to Dog Kennel-lane over the said Birmingham, Stourbridge, and Worcester Branch Railway, and which intended new or deviation railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places of Hales Owen, Oldbury, Oldbury-green, Tat Bank, Langley, Langley-green, Warley, Warley Wigorn, and Warley Bank, or some of them, all in the county of Worcester.

To empower the Company to levy tolls, rates, or charges for or in respect of the intended new or deviation railway, and to grant exemptions from the payment of such tolls, rates, or charges.

To empower the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes of the intended Act.

To vary and extinguish all existing rights and privileges connected with the lands and houses proposed to be purchased or taken under the powers of the intended Act or any of them, and to confer other rights and privileges.

To authorise the crossing, stopping-up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To repeal Section 53 of "the Dudley and Oldbury Junction Railway Act, 1873," and to empower the Company to carry passengers on the railways authorised by that Act, and on the new or deviation railway, and to levy tolls, rates, or charges for or in respect thereof.

To define, alter, and regulate the capital of the Company, and its distribution into shares, and its appropriation amongst the shareholders, and to enable the Company to divide its existing capital or shares into preferred and deferred capital, or into preferred and deferred half shares, and to make further and other arrangements with reference to the existing capital and the augmentation of the share and loan capital of the Company.

To extend the time limited by "the Dudley and Oldbury Junction Railway Act, 1873," for the compulsory purchase of lands, and for the completion of the several railways therein mentioned, or so much thereof as will not be abandoned under the powers of the intended Act.

To authorise and empower the Company to

abandon the construction of the Railways No. 1 and No. 3 described in Section 5 of "the Dudley and Oldbury Junction Railway Act, 1873," and also to abandon so much of Railway No. 2 as lies between the junction of the said Railway No. 3 therewith, and the termination of Railway No. 2, or some of them, or some part thereof, all of which railways are authorised by that Act.

To enable the Company and the Great Western Railway Company to enter into and carry into effect any arrangements or agreements with respect to the construction, working, use, management, and maintenance of the authorised and intended new or deviation railway and works of the Company, and with respect to the regulation, management, and transmission of traffic on the said railways of the Company, or the railways of the Great Western Railway Company, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To empower the Great Western Railway Company to subscribe or contribute funds towards the construction and maintenance of the authorised and intended new or deviation railways and works of the Company, and to guarantee such interest, dividends, annual or other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between that Company and the Company, and to take and hold shares in the capital of the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to that Company, or under the control of their directors, and, if they shall think fit, to raise additional moneys for that purpose by the creation of new shares or stock in their undertaking, with or without preference or priority in payment of dividends, or 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 increase the number of directors of the Company, and to authorise and empower the Great Western Railway Company to appoint directors of the Company and to vote at meetings of the Company.

To authorise and empower the Company to sell and the Great Western Railway Company to purchase the undertaking of the Company, together with the rights, powers, and privileges thereto belonging, and to authorise the Great Western Railway Company to raise additional capital for that purpose.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend, enlarge, or repeal the powers and provisions of "the Dudley and Oldbury Junction Railway Act, 1873."

The Bill will also alter, amend, or enlarge, or if need be, repeal all or some of the powers or provisions of the several local and personal Acts following, or some of them, relating to the Great Western Railway Company (that is to say): the Act 5 and 6 Will. IV, cap. 107, "The South Wales Railway Consolidation Act, 1855," "The Great Western Railway (West Midland Amal-

gamation) Act, 1863," "The Great Western Railway (South Wales Amalgamation) Act, 1863," and any other Acts relating to or affecting the Great Western Railway Company.

On or before the 30th day of November inst., duplicate plans and sections describing the line, situation, and levels of the proposed new or deviation railway and works, and the lands, houses, and property which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or lessees, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice, as published in the "London Gazette," will be deposited for public inspection with the Clerk of the Peace for the county of Worcester, at his office, situate at Worcester, in the said county; also on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said new or deviation railway and works will be made, or in which any lands or other property to be taken are situate, and a copy of this notice will be deposited, in the case of each such parish, with the parish clerk of such parish, at his residence, and, as regards each such extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

Printed copies of the intended Bill will be 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, 1875.

*Mathews and Smith*, Birmingham, Solicitors for the Bill;

*Martin and Leslie*, 27, Abingdon-street, Westminster, S.W., Parliamentary Agents.

In Parliament.—Session 1876.

West Leicestershire Canals.

(Incorporation of Company; Canal from Coventry Canal to Ashby-de-la-Zouch Canal; and from the latter Canal to Coalville and Ellistown; Reservoir on the River Sence; Conduits and Feeders; Arrangements with Canal Companies.)

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

To incorporate a Company (hereinafter referred to as "the Company") and to enable them to make and maintain the canals, reservoir, and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively (that is to say):—

Canal (No. 1).

A canal commencing by a junction with the Coventry Canal fifty yards or thereabouts north-west of the tenth lock-house upon the said canal, in the hamlet of Whittington, in the parish of Grendon, and county of Warwick, passing thence through or into the following parishes and places, or some of them (that is to say): Grendon, Merevale, Atherstone, Radcliffe Culey, Mancetter, Whittington, in the county of Warwick, and Mythe, Merevale, Radcliffe Culey, Sheepy Magna, Sheepy Parva, Temple Hall, Twycross, Sibson, Bilstone, Norton otherwise Hog's Norton, otherwise Norton

No. 24269.

S

juxta Twycross; Congerstone, Market Bosworth, Nailstone, and Shakerstone, in the county of Leicester, and terminating by a junction with the Ashby-de-la-Zouch Canal, in the said parish of Congerstone, at or near the south face of the bridge known as Bosworth Bridge, crossing the Ashby-de-la-Zouch Canal, and carrying the road leading from Congerstone to Bosworth over the said canal.

Canal (No. 2).

A canal commencing by a junction with the Ashby-de-la-Zouch Canal, two hundred yards or thereabouts measured along the said canal east of the bridge carrying the road leading from Shakerstone to Heather over the said canal, in the township and parish of Shakerstone, in the county of Leicester, passing thence through or into the following parishes and places, or some of them (that is to say), Shakerstone, Sweptstone, Newton Burgoland, Odstone Liberty, Heather, Ibstock, Ravenstone, Hugglescote, Packington, Ravenstone, and Snibstone in the county of Leicester, and terminating in the parish of Packington at the west side of the turnpike road leading from Swannington to Ibstock at a point two hundred yards or thereabouts measured along the said road north of Kelham Bridge.

Canal (No. 3).

A canal commencing at the termination of the proposed canal (No. 2) as hereinbefore described, passing thence through or into the following parishes or places, or some of them (that is to say): Ravenstone, Hugglescote, Snibstone, Packington, Swannington, Whitwick, Ibstock, Coalville, in the county of Leicester, and terminating in the township of Swannington, in the parish of Whitwick, on the north-easterly side of the Midland Railway, and at a distance of about eighteen chains or thereabouts north-west of the Coalville Station thereof.

Canal (No. 4).

A canal commencing in the township of Carlton, in the parish of Market Bosworth, by a junction with the Ashby-de-la-Zouch Canal at or near the east side of Carlton Bridge carrying the road from Congerstone to Market Bosworth over the said canal, passing thence through or into the following parishes or places, or some of them (that is to say): Ibstock, Nailstone, Barlestone, Barton-in-the-Beans, Market Bosworth, Congerstone, Thornton, and Bagworth, in the county of Leicester, and terminating in the township and parish of Ibstock in a field belonging to Colonel Ellis, which field adjoins, and is north-eastward of the spot where the road from Loughborough joins the road from Hugglescote to Bagworth, the junction of these roads being fifty chains or thereabouts measured in a northerly direction along the road from the Bagworth Railway Station:—

To enable the Company to construct and maintain a reservoir wholly in the townships of Hugglescote and Donnington, in the parish of Ibstock, by impounding the stream which flows through Kelham Bridge (the said stream being the River Sence, or a tributary of the said river), such impounding to be effected by the formation of an embankment across the said stream at a distance of thirty-two chains or thereabouts eastward of Kelham Bridge. The said embankment will extend northward and southward for a distance of about one hundred and thirty yards.

from the centre of the said stream on each side thereof, and the said reservoir will extend for a distance of sixty chains or thereabouts up the said stream, eastward of the said embankment.

A feeder or conduit (No. 1), commencing in the said township of Swannington and parish of Whitwick, about ten yards east of the chimney shaft of the pumping station of the Swannington Pumping Company, passing thence through or into the parishes or places of Swannington, Thringstone, Whitwick, Ravenstone, Packington, Snibstone, Hugglescote, or some of them, all in the county of Leicester, and terminating at the spot hereinbefore described as the termination of the said intended canal (No. 2):

A feeder or conduit (No. 2), commencing in the township of Hugglescote or Donnington in the parish of Ibstock, at the spot hereinbefore described as the centre of the embankment east of Kelham Bridge, passing thence through or into Hugglescote, Donnington, Snibston, Packington, and Ibstock, or some of them, and terminating at the spot hereinbefore described as the termination of the proposed canal (No. 2):

The Bill will, for the purposes or some of the purposes thereof, enable the Company to take, collect, impound, divert, and appropriate the waters now flowing into the stream hereinbefore described, and all brooks, springs, ponds, pits, and watercourses which shall flow into or be found in digging the said canals and conduits, or in constructing the said reservoir, or within the distance of one hundred yards from any of the said works, and will enable the Company to make such cuts, feeders, and other works as shall be necessary for diverting and impounding the said waters. The said stream and the waters supplying the same now flow directly or derivatively into the River Trent:

To enable the Company, for the purposes of the said intended canals, reservoir, and works, to make and maintain within the aforesaid parishes and places all necessary embankments, roads, fences, towing paths, toll houses, bridges, piers, arches, locks, floodgates, weirs, overflows, sluices, dams, channels, reservoirs, conduits, culverts, pipes, aqueducts, feeders, cuts, lay-bys, wharves, warehouses, quays, landing places, weighing machines, pumping engines, engine houses, and other machinery, and all other works and conveniences for carrying into effect the purposes of the said Bill:

To enable the Company to levy and recover tolls, rates, and charges for the use of the said intended canals, wharves, warehouses, and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges:

To enable the Company to purchase and hold compulsorily or by agreement lands, houses, waters, and other property for the purposes of the said intended canals, reservoirs, and works, and also to take and acquire easements in and over the same, and to vary and extinguish all rights and privileges connected with any such lands, houses, waters, and other property, and all other rights and privileges inconsistent with the objects and purposes of the said intended Bill; and also to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, railways, drains, sewers, pipes, navigations, canals, rivers, streams, and watercourses in any of the parishes or places aforesaid, so far as may be necessary in constructing and maintaining the said intended canals, reservoir, and works:

To enable the Company, in constructing the said canals, reservoir, and works, to deviate from the lines thereof as shown on the plans deposited as hereinafter mentioned, to any extent which may be shown on the said plans or defined by the Bill, and to deviate from the levels shown on the sections deposited as hereinafter mentioned, to any extent which may be defined by the Bill:

The Bill will confer upon the Company all necessary powers for preventing the pollution, abstraction, or illegal use of the waters of the said canals, and for removing obstructions in the said canals, or the towing paths thereof, whereby the flow of water in the said canal may be diminished or the navigation thereon or traffic thereof impeded, and will enable the Company to adopt all needful regulations with reference thereto, and for the protection of the said canal and works, and the collection of tolls and charges for the use thereof, and will also enable them to make bye-laws for the foregoing purposes, and to enforce the said bye-laws by penalties or otherwise:

The Bill will extend to the proposed canals, reservoir, and works, and the construction and maintenance thereof, and the Company in relation thereto, the provisions contained in "The Railways Clauses Consolidation Act, 1845," with respect to the "temporary occupation of lands;" "the crossing of roads or other interference therewith;" "works for the accommodation of lands adjoining the railway;" and with respect to "mines lying under or near the railway;" subject nevertheless to such modifications of the said provisions as the Bill shall define, or the Bill will itself contain provisions for accomplishing the objects of the said enactments:

The Bill will provide for the interchange of water between the proposed canals and the Ashby-de-la-Zouch and Coventry Canals; and with respect to the interference with the banks and works of the said two canals for the purposes of the Bill, and the interchange of traffic between the said canals and the canals proposed by the Bill, and the mutual accommodation of the said traffic, or will enable the proprietors of the said canals respectively and the Company to agree with respect to all or any of the foregoing matters, and it will or may for these purposes amend or extend the powers of any Acts relating to the said two Canal Companies respectively:

It will also provide for the use by the Company of the water flowing from or discharged at any pumping station of the Swannington Pumping Company upon such terms and conditions, pecuniary and otherwise, as may be agreed upon between the two Companies, or as in default of agreement may be settled by arbitration:

The Bill will provide for the compensation by water or by money of the several owners, lessees and occupiers of mills and other works, and of all persons interested in any of the waters to be taken, diverted, and appropriated by the Company under the powers of the Bill:

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," and "The Lands Clauses Acts, 1845, 1860, and 1869."

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

lands, houses, and other property; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Leamington, and with the Clerk of the Peace for the county of Leicester, at his office at Leicester; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and, in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 13th day of November, 1875.

*Burchells*, 5, Broad Sanctuary, Westminster, Solicitors for the Bill.

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

#### West Kent Main Sewerage.

(Power to deviate authorised line of Sewer; Power to take additional lands at Outfall; Power to make Sewer for Outfall within limits of Metropolis 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 all or some of the following purposes, that is to say:—

To authorize the West Kent Main Sewerage Board (hereinafter called "the Board,") to make the hereinafter described deviation from the line and levels of the main Sewer, No. 1, authorised by "The West Kent Main Sewerage Act, 1875" (hereinafter called "The Act of 1875") that is to say:—

A deviated line of sewer, commencing in the parish of Dartford in the county of Kent, by a junction with the authorised line of the West Kent Main Sewer, on the footpath or occupation road leading to the yard of the Priory Works (Tannery), in the field numbered 11 on the plans deposited, with reference to the Act of 1875, at a point measured in a diagonal direction 150 feet or thereabouts from the north-west corner of the stables of the said Priory Works, and owned by the Rev. Charles Augustus Samuel Morgan, and leased and occupied by Messrs. Hepburn, and terminating by a junction with the authorised Main Sewer aforesaid, in the parish of Crayford, in the said County of Kent, in the road in such last-named parish, called Watling-street or Dover-road, and numbered 1 on the deposited plans aforesaid, at a point in the centre of such road, 80 feet or thereabouts measured from the south-west corner of High-street, at its junction with the said road, and which said intended sewer will be made or pass from, through, or into the parishes, townships, and extra parochial places of Dartford, Crayford, and Bexley, or some or one of them, in the county of Kent.

To make all necessary and convenient side cuts, drains, sewers, pumping apparatus, outfalls, penstocks, works, and conveniences connected with such deviated line of sewer.

To empower the Board to purchase, and take by compulsion or agreement, and to hold lands, houses and hereditaments, for the purposes of the said deviated line of sewer, and the intended

works, and to extinguish all rights and privileges in or over such lands, houses and hereditaments, and also to purchase and take by compulsion or agreement, easements and other rights and privileges, in, over, or upon, all or any of the lands authorised to be acquired under the provisions of the intended Act.

To empower the Board in the construction of the deviated line of sewer, to deviate laterally from the lines delineated on the plans to be deposited as hereinafter mentioned, to the extent to be defined on the said plans, or as may be prescribed by the intended Act, and to deviate vertically from the level of the said sewer shown upon the sections to be deposited as hereinafter mentioned to the extent prescribed in the intended Act.

To authorise the temporary occupation and use of lands, houses, buildings, and property, for the purposes of the intended Act, and to incorporate all or some of the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary occupation and use of lands.

To empower the Board to purchase and take by compulsion or agreement, and hold and to extinguish all rights and privileges in, over, or upon the lands hereinafter mentioned, together with the houses and buildings thereon, and to use and employ such lands, houses, and buildings, or any of them, for and in connection with the purification of the sewage now, or at any time hereafter flowing through or into the conduits, sewers, drains, or works of the Board, and for its application to the purposes of agriculture, and other purposes, as the Board shall see fit. The lands to which the compulsory powers above mentioned relate are as follows:—

A piece of land bounded on the north-east by the River Thames, being about 283 yards or thereabouts west of Little Powder Mill Creek, and thence for a length of 907 yards or thereabouts, west from the last-mentioned point, on the south by the road leading in a south-west direction from Marsh-street Farm, and continued from thence for a distance of 533 yards or thereabouts to the south point of the west boundary lastly hereinafter described. On the east by the road leading from Marsh-street Farm aforesaid to a point 217 yards or thereabouts south from the river wall adjoining Little Powder Mill Creek, thence west and northward by the boundary of the land authorised to be taken by "The West Kent Main Sewerage Act of 1875," to the river wall. On the west, from a point on the river wall about 700 yards east of Long Reach Tavern, thence running southwards for a length of about 1,087 yards to a point 967 yards or thereabouts west from the north-east corner of Marsh-street Farm.

Which said additional lands contain an area of 217 statute acres or thereabouts, all which said lands are situate in the parish of Dartford, in the county of Kent.

To authorise and empower the Board, notwithstanding anything contained in "The Public Health Act, 1875," to construct any sewer for the purpose of outfall through any parish, district, or place comprised within the limits of the Metropolis, as defined by the Act 18 and 19 Vic. cap. 120.

To amend the provisions of the Act of 1875, with reference to the appointment of members of the Board, and to provide that such owners and occupiers of lands which are situate within the Beckenham sewerage area, as defined by "The Beckenham Sewerage Act, 1873," shall not be entitled to vote in respect of the election of the members representing that portion of the parish

of Beckenham which is situate within the district of the Board as defined by the Act of 1875.

To amend the provisions of the Act of 1875, with reference to the payment of the costs, charges, and expenses of that Act, and to make further or other provisions in respect thereof.

To amend the provisions of the Act of 1875, with reference to the levying and payment of rates, and with reference to the payment of contributions by constituent authorities.

To alter, amend, vary, extend, or to repeal some or any of the provisions of the Act of 1875.

And notice is hereby also given, that plans and sections in duplicate describing the deviated line of sewer to be authorised by the intended Act, and plans of the lands intended to be taken, 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 all lands and houses to be taken under the powers of the intended Act, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office, at Maidstone, and a copy of so much of the said plans, sections, and book of reference as relates to each parish, with the parish clerk of such parish at his residence, and in the case of an extra parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated 12th November, 1875.

*May, Sykes, and Batten, 2, Adelaide-place, London Bridge, E.C., Solicitors.*

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

In Parliament.—Session 1876.

Blackrod Gas.

Dissolution and Re-incorporation of the Blackrod Gas Company, Limited; Purchase of Lands; Purchase of Undertaking of the Adlington Gas Company, Limited, or Amalgamation of Companies or Undertakings and Powers and Provisions in respect of such Purchase or Amalgamation; Maintenance and Extension of Works; Manufacture of Gas; Supply of Gas to Blackrod, Horwich, Adlington, Anderton, Aspull, and Haigh, all in Lancashire; Increase and Regulation of Capital; Power to Levy Gas Rates; Contracts with Local Authorities; and other purposes.

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Blackrod Gas Company, Limited, for an Act for all or some of the following among other objects or purposes (that is to say):

To dissolve the Blackrod Gas Company, Limited (hereinafter called the existing Company), and to annul or alter their present memorandum and articles of association, and to provide for their winding-up.

To incorporate into a Company (hereinafter called the Company) the proprietors of the existing Company, or some of them, with or without other persons or Corporations, by the same or different name from the existing Company.

To vest in the Company all the lands, works, houses, buildings, stock, plant, rights, powers,

interests, privileges, easements, agreements, property, and effects whatsoever now or hereafter belonging to the existing Company, or any person or persons in trust for them or for their benefit, and to authorise the Company to exercise all or any of the powers, and to effect all or any of the objects and purposes hereinafter mentioned.

To enable the Company (by compulsion or agreement) to acquire all or any part of the undertaking, works, lands (situate in the township of Adlington, in the parish of Standish, in the county of Lancaster), funds, powers, rights, and property of the Adlington Gas Company, Limited (hereinafter called the Adlington Company), or otherwise to provide for the purchase, union, and amalgamation of the respective undertakings, shares, stocks, property, powers, and privileges of the Adlington Company and the existing Company or the Company for such consideration, and upon such terms and conditions as to the purchase and amalgamation, as the case may be, as shall have been or shall be agreed upon or as may be prescribed by the intended Act.

To authorise the existing Company, or the Company on the one hand and the Adlington Company on the other, to enter into and carry into effect agreements with respect to such purchase or amalgamation, and to confirm any such agreements as may be entered into before the passing of the intended Act, and in case of purchase to provide for the vesting in the purchasing Company of the undertaking, property real and personal, powers and privileges of the other or selling Company.

And in case of such purchase or amalgamation to provide for the dissolution of the Adlington Company, and to annul or alter their present memorandum and articles of association, and to provide for their winding-up.

To provide for the appointment, retirement, compensation, and other arrangements with respect to the directors, officers, and servants of the two Companies, or either of them, upon any such purchase or amalgamation.

To supply gas for public and private purposes to and within the several townships or places of Blackrod, in the parish of Bolton-le-Moors, Horwich, in the parish of Dean, Adlington and Anderton, both in the parish of Standish, and Aspull and Haigh, both in the parish of Wigan, and all in the county of Lancaster, or any of those places or or some part or parts thereof respectively.

To maintain the existing Company's works (and in case of purchase or amalgamation the Adlington Company's works) to alter, enlarge, and improve the same respectively, and to erect additional works and to manufacture gas and the several matters and things producible from the residual products arising or resulting from the manufacture of gas. The lands proposed to be held and used by the Company for the manufacture and storage of gas, the erection of gas works, and the manufacture and conversion of coke, tar, pitch, asphalt, ammoniacal liquor, oil, and other products, refuse or residuum, arising from the manufacture of gas or the materials used therein are the lands hereinafter described (that is to say)—

First. A piece of land now in the occupation of the existing Company, and upon which the present gas works and buildings of the existing Company are erected, situate in or near to the south-easterly side of the public highway called Grimeford-lane, in the township of Blackrod and parish of Bolton-le-Moors, in the county of Lancaster, and is

bounded on the north-easterly, south-easterly; and south-westerly sides thereof respectively by lands belonging or reputed to belong to Messieurs Robert Dewhurst and John Smethurst, and now or late in the occupation of Ralph Darbyshire as tenant thereof, and on the north-westerly side thereof by the said public highway called Grimeford-lane.

Secondly. A piece of land situate in the said township of Blackrod, belonging or reputed to belong to the said Messieurs Robert Dewhurst and John Smethurst, and now or late in the occupation of the said Ralph Darbyshire as tenant thereof, and adjoining to and co-extensive with the south-westerly and south-easterly sides of the piece of land firstly described, and measures a distance of 51 yards in a south-easterly direction from the west corner of the firstly-described piece of land, thence a distance of 50 yards in a north-easterly direction to the east corner of the firstly-described piece of land, thence a distance of 30 yards in a south-easterly direction, thence a distance of 80 yards in a south-westerly direction, thence a distance of 81 yards in a north-westerly direction to the south-east side of Grimeford-lane, thence a distance of 30 yards along the south-east side of that lane to the west corner of the piece of land firstly described. All which piece of land secondly described is bounded on the north-west partly by Grimeford-lane and partly by the piece of land firstly described on the north-east partly by the piece of land firstly described, and partly by lands in the occupation of the said Ralph Darbyshire as tenant thereof, and on the south-east and south-west by other lands in the occupation of the said Ralph Darbyshire as tenant thereof.

Thirdly. A piece of land now in the occupation of the Adlington Company, and upon which the present gas works and buildings of the Adlington Company are erected, situate in or near and abutting upon an occupation road, called Blacking Mill-lane, in the township of Adlington and parish of Standish, in the county of Lancaster, and is bounded on the northerly and easterly sides thereof respectively, by lands belonging or reputed to belong to John Gerrard, Esquire, and now or late in the occupation of Jane Dobbie, on the southerly side thereof by the said occupation road called Blacking Mill-lane, and on the westerly side thereof by the Lancaster-canal.

To purchase and take by compulsion or agreement the lands hereinbefore mentioned and described.

To supply gas by agreement to persons outside the prescribed limits.

To maintain, alter, remove, and renew any existing mains and pipes of the existing company, or in case of purchase or amalgamation of the Adlington Company; and to lay down, maintain, and renew within the limits of the intended Act additional mains, pipes, and other works, and for those purposes to open, break up, cross, divert, alter, or stop up any turnpike road, streets, roads, lanes, highways, footways, railways, tramways, bridges, rivers, canals, streams, waters, watercourses, sewers, drains, telegraph posts and wires, paths, passages, and other places within the limits of the intended Act.

To deal in, sell, and dispose of gas, coal, coke, lime, tar, chemicals, and residual products, and to acquire and hold patent rights or licences re-

lative to the manufacture, conversion, utilisation, or distribution of gas, and such materials and residual products aforesaid, and to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell or let the same and generally to carry on the business usually carried on by gas companies.

To purchase by agreement and hold lands within the limits of the intended Act, and to sell or lease any lands, works, or property for the time being vested in the Company.

To demand, levy, collect, and recover rates, rents, and charges for the sale and supply of gas and the sale and hire of gas meters and fittings and other gas apparatus, and to alter existing rates, rents, and charges, and to confer exemptions from the payment of rates, rents, and charges, and to confer other rights and privileges.

To enter into and carry into effect contracts and arrangements with any local or public authority for the supply of gas, and to authorise such local or public authorities to apply for the purposes of such contract or arrangement any funds or moneys which they are or may be authorised to raise.

To apply for the purposes of the intended Act the capital and funds of the existing Company, and in case of purchase or amalgamation the capital and funds of the Adlington Company; to define, alter, and regulate the capital of the existing Company, and in case of such purchase or amalgamation the capital of the two Companies, and to provide for the distribution of the same respectively into shares and the appropriation thereof respectively amongst the shareholders of the existing Company or of the two Companies as the case may be, and the capitalisation or conversion into capital of moneys raised or expended by the two Companies or either of them out of their respective undivided profits or otherwise before the passing of the intended Act, and to authorise the Company to raise additional capital by the creation of new shares or stock with or without preference, priority, or guarantees in payment of interest or dividend over the existing or ordinary shares, and by borrowing on mortgage, debenture, or bond, and by the creation and issue of debenture stock or by any of those means, and to make further and other arrangements with reference to the capital of the respective Companies, and to the augmentation or division of the shares; and to alter and regulate the mode of voting and other rights and privileges of the shareholders of the respective Companies, and to make further provision for the regulation and management of the undertaking and affairs of the existing Company and of the Company, and in case of purchase or amalgamation of the undertaking and affairs of the two Companies.

To incorporate with itself all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act, 1871."

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

To repeal, alter or amend the provisions, or some of the provisions, of "The Wigan Gas Act, 1861," "The Wigan Improvement Act, 1874," "The Bolton Gas Company's Act, 1854," "The

Bolton Gas Company's Act, 1864," The Local Act 35 and 36 Victoria, cap. 78, and all other Acts relating to the gas undertakings of the Corporations of Wigan and Bolton respectively.

And notice is hereby also given that on or before the 30th day of November instant, duplicate plans of the lands and houses 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 for public inspection with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county, and with the parish clerks of Blackrod, Bolton-le-Moors, Adlington, and Standish, all in the said county, at their respective residences.

And notice is hereby further given that on or before the 21st day of December, 1875, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1875.

*Darlington and Sons*, Wigan, Solicitors for the Bill.

*Sharpe, Parkers, Pritchard, and Sharpe*, 41, Bedford-row, and 3, Old Palace Yard, Westminster, Parliamentary Agents.

#### In Parliament.—Session 1876.

##### Bolton Junctions Railway.

Dissolution and Re-incorporation of the Bolton Junctions Railway Company, Limited.

(Construction of Railway from Manchester to Bolton and Branches therefrom; Compulsory Purchase of Lands, Tolls, Traffic, and Working Arrangements with various Railway Companies; Running Powers, use of Stations, &c.; Subscriptions by Manchester, Sheffield, and Lincolnshire, Great Northern, and Midland Railway Companies; Amendment of Acts; and other purposes).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Bolton Junctions Railway Company, Limited, for an Act for all or some of the objects and purposes following, that is to say:—

To dissolve the Bolton Junctions Railway Company, Limited (hereinafter called "the existing Company"), and to annul or alter their present memorandum and Articles of Association, and to provide for their winding up.

To incorporate into a Company (hereinafter called "the Company") the proprietors of the existing Company, or some of them, with or without other persons or corporations by the same or different name from the existing Company.

To vest in the Company all lands, property, and effects, rights, and privileges now or hereafter belonging to the existing Company:

To empower the Company to make and maintain the railways hereinafter described, with all necessary stations, approaches, works, and conveniences connected therewith respectively, that is so say:—

A railway (hereinafter called Railway No. 1) commencing in the township of Hulme, in the city and parish of Manchester and county of Lancaster, by a junction with the railway of the Cheshire Lines Committee, authorised by the Cheshire Lines Act, 1872, now in course of construction, at a point on that railway 8 chains or thereabouts measured in a westerly direction along the centre of that railway from the easterly face of the westerly

abutment, carrying that railway over Egerton-street and terminating in the township of Little Bolton, in the parish of Bolton and county of Lancaster, in a garden or yard in the occupation of Edward Smith, at a point immediately joining and abutting upon a house called the Nunnery, occupied by the said Edward Smith, at a point 32 links distant from the most westerly corner of such house, measured in an easterly direction from such corner along the southerly face of it; and which proposed Railway No. 1 will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say: Manchester, Hulme, Salford, Eccles, Pendlebury, Pendleton-Eccles, Barton-upon-Irwell, Worsley, Higher and Lower Worsley, Swinton, Walkden, Dean, Little Hulton, Kearsley, Farnworth, Middleton, Great Lever, Haugh, Tong-with-Haugh, Great Bolton, Little Bolton, Darcy Lever, and Bolton, all in the county of Lancaster.

A railway (hereinafter called Railway No. 2) commencing in the township of Pendlebury, in the parish of Eccles and county of Lancaster, by a junction with Railway No. 1 in a field called the Big Pasture Field, belonging or reputed to belong to the Corporation of Salford, and in the occupation of Henry Brown, at a point in such field 4 chains 10 links or thereabouts, measured in a westerly direction, from the centre of the road leading from the Regent's New-road to the Salford Cemetery, commencing to measure such distance at a point in such road distant 7 chains 50 links or thereabouts, measured in a northerly direction, from the entrance gates of the Salford Cemetery, such point of commencement being also 8 chains 20 links, measured at right angles to to and in a northerly direction from the northernmost boundary wall of the Salford Cemetery, commencing to measure such distance at a point on such wall distant 4 chains 30 links from the centre of the entrance gates to the cemetery, measured along the face of such wall in a westerly direction, and terminating in the township of Chorlton-cum-Hardy, in the parish of Manchester and county of Lancaster, by a junction with the authorised Manchester South District Railway No. 1, in a field numbered 52 on the deposited plans of that railway, belonging or reputed to belong to Lord Egerton, of Tatton, and his trustees, and in the occupation of John Wood and John Cookson, at a point 1 mile 1 furlong and 3 chains, measured from the commencement of that railway along the centre line thereof, and which proposed Railway No. 2 will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say:—Pendlebury, Salford, Stretford, Chorlton-cum-Hardy, and Manchester, all in the county of Lancaster.

A railway (hereinafter called Railway No. 3) commencing in the township of Stretford, in the parish of Manchester and county of Lancaster, by a junction with Railway No. 2 in a field called Far Field, belonging or reputed to belong to Sir Humphrey de Trafford, and in the occupation of Henry Parkinson, at a point in such field 1 chain 70 links or thereabouts, measured in a southerly direction from the centre of the Duke of Bridgewater's canal, and distant

also 6 chains 40 links in a westerly direction from the junction of the easterly fence of such field with the aforesaid canal in the township of Stretford, parish of Manchester, county of Lancaster and terminating by a junction with the Liverpool Extension Railway of the Cheshire Lines Committee at a point 16 chains 60 links, measured in a westerly direction, from the most westerly face of a bridge passing over the said railway called Parkinson's Bridge, along the centre line of such railway, and which proposed Railway No. 3 will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, that is to say:—Stretford and Manchester, both in the county of Lancaster.

The intended Act will also authorise the Company to exercise the following powers, or some of them:

To stop up, alter, or divert, either temporarily or permanently, all turnpike and other roads, highways, streets, footpaths, railways, tramways, aqueducts, canals, streams, rivers, drains, sewers, pipes, and telegraphs, within the townships, extra parochial and other places aforesaid, which it may be necessary so to stop up, alter, or divert by or for the purposes of the intended railways, works, or Act.

To purchase and take by compulsion or otherwise, and to hold lands and houses in the parishes, townships extra parochial, and other places aforesaid, for the purposes of the intended railways and works. And to alter, vary or extinguish all rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the intended railways and works, or any of them, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights and privileges.

To authorise the permanent stopping up or diversion of the following streets or roads and highways, and the discontinuance, appropriation, or extinguishment of all rights of way over the same, namely:—Braddon-street, Cambridge-street, Franklin-street, Granville-street, King William-street, and Broadway, all in the borough and township of Salford, and parish of Manchester; Back Brown-street, Brown-street, and Cooper's-row, all in the borough and parish of Bolton, in the township of Little Bolton and parish of Bolton, all in the county of Lancaster.

To empower the Company to demand, take, recover, and levy tolls, rates, duties, and charges for or in respect of the use of the intended railways and works, and for the conveyance of traffic thereon, and for other services to be rendered by the Company, and to grant exemptions from the payment of tolls, rates, duties, and charges.

To authorise and regulate the intended junctions with the railways of the Cheshire Lines Committee, the Manchester South District Railway Company, and the Sheffield and Midland Railway Companies Committee, and to make provision for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, and the railways and authorised railways of the Cheshire Lines Committee, the Sheffield and Midland Railway Companies Committee, the Manchester South District Railway Company, the Macclesfield, Knutsford, and Warrington Railway Company, the Manchester, Shef-

field, and Lincolnshire Railway Company, the Great Northern Railway Company, and the Midland Railway Company, or some portion or portions thereof, and for insuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to arbitration, or to the Board of Trade, or to the Railway Commissioners the terms and conditions upon which interchange, accommodation, protection, and transmission and other facilities are to be afforded and effected; and so far as may be necessary for the objects and purposes of the said intended Act to alter the tolls and charges which the several bodies and companies owning the railways aforesaid are now authorised to take; and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To authorise the Company and the Cheshire Lines Committee, the Sheffield and Midland Railway Companies Committee, the Manchester South District Railway Company, the Macclesfield, Knutsford, and Warrington Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, and the Midland Railway Company, to enter into agreements with respect to the regulation of the intended junctions, the interchange of traffic, payment of tolls, and other matters aforesaid, and also agreements within Part III. of the Railways Clauses Act, 1863; and also to confirm, alter, or vary any agreements entered into, or hereafter to be entered into between the said Committees and Companies relating to the matters aforesaid.

To empower the Company to run over and use, with their engines and carriages of every description, and with their officers and servants, and for all purposes of their traffic of every description, or for such purposes as may be prescribed by the intended Act, the railways and authorised railways or parts thereof following.—(1) So much and such portion of the railway authorised by the Cheshire Lines Act, 1872, as is situate between the proposed point of junction of Railway No. 1 with such authorised railway and the termination of such authorised railway in Manchester; (2) So much and such portion of the railway authorised by the Manchester South District Railway Act, 1873, and therein referred to as Railway No. 1, as lies between the proposed point of junction of Railway No. 2 with such authorised railway, and a point three miles six furlongs six chains measured along the centre line of that railway as shown on the plans deposited in respect of that railway; (3) The railway authorised by the Manchester South District Railway Act, 1874, and therein referred to as Railway No. 2; (4) So much and such portion of the railway of the said Cheshire Lines Committee as lies between the proposed point of junction of the railway authorised by the Manchester South District Railway Act, 1874, and therein referred to as Railway No. 2 with such railway of the said Committee, and the stations of the said Committee in the borough of Stockport, and township of Heaton Norris, and parish of Manchester, in the county of Lancaster. Together with all stations, booking offices, sidings, buildings, offices, warehouses, approaches, water supplies, watering places, telegraphs, signals, machinery, works, and conveniences in or connected or used with the said several railways and portions of railways, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges as may from time to time be agreed upon, or as in default of agreement shall be determined by the Board

of Trade, the Railway Commissioners, or by arbitration or defined by the intended Act, and to require and compel the said Committee and Company or other the Committee, Company or Companies, for the time being owning or working the said railways and portions of railways, to afford all requisite facilities for the purpose and to enable the Company to levy and receive tolls, fares, rates, and charges, in respect of passengers, animals, and things, conveyed by them over the said railways and portions of railways, and to alter and restrict the tolls, rates, and duties now leviable, and to fix and determine the tolls, rates, or duties to be hereafter taken upon the said railways and portions of railways, and the works and conveniences connected therewith.

And it is also proposed by the intended Act to authorise and empower the Manchester, Sheffield, and Lincolnshire Railway Company, the Great Northern Railway Company, and the Midland Railway Company, some or one of them, out of their corporate or other funds, or out of other moneys to be raised under the powers of the intended Act, to take shares in, and to subscribe for and towards the making, maintaining, working, and using of the said intended railways and works, or any part thereof, and also to raise money by sale or mortgage of any part of their respective undertakings, and to increase their capital by the creation of new or additional shares, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed by the proposed Act.

The intended Act will incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railway Clauses, 1863; and of any other public Acts which may be suitable or desirable for the purposes of the intended Act, and will amend or vary the provisions of all or any of those Acts as may be necessary or expedient.

And the intended Act will alter, amend, extend, and enlarge, and, if need be, repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, that is to say—9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company, 7 and 8 Vic., cap. 18, and all other Acts relating to the Midland Railway Company, 22 and 23 Vic., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company, the 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; the 12 and 13 Vic., cap. 81, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; the 31 and 32 Vic., cap. 26, and all other Acts relating to the Cheshire Lines Committee; the 36 and 37 Vic., cap. 222, and all other Acts relating to the Manchester South District Railway Company; the 29 and 30 Vic., cap. 159, and all other Acts relating to the Macclesfield, Knutsford, and Warrington Railway Company; the 32 and 33 Vic., cap. 25, and all other Acts relating to the Sheffield and Midland Railway Companies Committee, and the 9 and 10 Vic., cap. 308, and all other Acts relating to the Manchester, Bolton, and Bury Canal.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans,

and a copy of this notice (as published in the London Gazette) will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in that county, and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which any lands intended to be taken are situated; and also a copy of this notice (as published in the London Gazette) will, on or before the said thirtieth day of November, be deposited with the parish clerk of each such parish at his place of abode, and in the case of an extra parochial place with the parish clerk of some parish immediately adjoining thereto at his place of abode.

And notice is hereby further given, that printed copies of the intended Act or Bill will, on or before the twenty-first day of December next, be deposited in the private Bill office of the House of Commons.

Dated this eleventh day of November, one thousand eight hundred and seventy-five.

*Ramwell and Pennington*, Bolton and Manchester, Solicitors for the Bill.

*Sharpe, Parkers, Pritchard, and Sharpe*, 41, Bedford-row, and 3, Old Palace Yard, Westminster, Parliamentary Agents.

Board of Trade.—Session 1876.

Cockermouth, Keswick, and Penrith Railway Company.

Increase of Capital.

**N**OTICE is hereby given that the Cocker-mouth, Keswick, and Penrith Railway Company have applied to the Board of Trade under the powers of "The Railway Companies Powers Act, 1864," as amended by "The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870," for a certificate under that Act, authorising the Company to raise additional capital by shares or stock and by borrowing, with power to issue such new shares or stock with a preference or priority of dividend and upon such terms and conditions as may be prescribed in the Certificate, and by the said Certificate it is intended to amend "The Cocker-mouth, Keswick, and Penrith Railway Act, 1861," and "The Cocker-mouth, Keswick, and Penrith Railway Act, 1863," and any other Acts relating to the Company, and to vary and extinguish all existing rights and privileges which would interfere with the raising of such additional capital.

And notice is hereby given that copies of the proposed Draft Certificate can be obtained at the office of Messrs. Dyson and Company, 24, Parliament-street, Westminster, on payment of sixpence for each copy, and all persons desirous of making to the Board of Trade any representation, or of bringing before that Board any objection respecting the application to the said Board for the said Certificate, may do so by letter, addressed to the Secretary of the said Board, on or before the first day of January next.

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

Dated this 10th day of November, 1875.

*E. and E. L. Waugh*, Solicitors to the Company, Cocker-mouth.

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

In Parliament.—Session 1876.

Lancashire and Yorkshire Railway  
(New Works, &c.) Bill.

Connecting Lines at Manchester, at Burnden near Bolton, Burscough near Ormskirk, Seaforth near Liverpool, Ormskirk to Bescar-lane near Southport, and short Line at or near Ormskirk; Abolition of Level Crossings, and Construction of Bridge at and near Blundell-sands; Bolton Station Improvement; Alteration of the Levels of Bridgman-street, Bolton, and Widening of Arches under that street and Trinity-street at Bolton; Widening of Line and Enlargement of Exchange Station in Tithebarn-street, Liverpool; Widening Bacup Branch; Deviations in Ripponden Branch Railway; Short Line of Railway at Denby Dale near Penistone; Widening Main Line Heaton Lodge to Dewsbury Junction; Diversion of Road and acquisition of Lands at Brighouse; Additional Lands at Burnley, Rosegrove near Burnley, Stalybridge, Droyluden near Manchester, Sandhills near Liverpool, Middleton Junction Station, Horwich, and Blackrod Station, Triangle near Sowerby Bridge, and Luddenden Foot; Revival and extension of time for Purchase of Land for and construction of certain Railways and Works; General Powers; Additional Capital; Amendment of Acts.

**A** PPLICATION is intended to be made to Parliament in the next session thereof by the Lancashire and Yorkshire Railway Company (who are hereinafter called "the Company") for leave to bring in a Bill for the following or some of the following among other purposes, that is to say:—

To enable the Company to construct and maintain the following railways and works, or such of them or such parts thereof as the Bill shall define, with all needful stations, sidings, approaches, works, and conveniences connected therewith respectively, that is to say:—

1. A railway commencing in the township and parish of Manchester by a junction with the authorised loop line at Manchester of the Lancashire and Yorkshire Railway, at a point about 132 yards, measured along the said loop line in an easterly direction from the centre of the bridge carrying the said last-mentioned line of railway under Queen's-road and terminating in the township of Newton, in the same parish, by a junction with the Ashton branch of the Lancashire and Yorkshire Railway, at a point about 596 yards, measured in a westerly direction, along the said branch railway from the western end of the Company's Clayton Bridge Station on that railway, which said intended railway will be wholly situate in the said townships of Manchester and Newton, in the parish of Manchester, all in Lancashire; and the Bill will enable the Company and the London and North-Western Railway Company to contract for the use by the last-named Company of the said Ashton branch, and the proposed line, and the said loop line, and for the use by the Company of such portions as may be defined in the Bill of the London and North-Western Railway, as now or hereafter may form a connection with the said Ashton branch, including any of the stations, sidings, and conveniences of the two Companies respectively, subject to such payments and on such terms and conditions as the two Companies may agree upon, and the Bill will confirm and carry into effect any agreement

or agreements which may have been made or entered into between the Companies touching the matters aforesaid or any of them.

2. A railway commencing in the township of Great Lever, in the parish of Middleton, by a junction with the Manchester and Bolton line of the Company, at a point about 537 yards, measured in a south-easterly direction along the said line from the junction therewith at Burnden of the Liverpool and Bury line of the Company, and terminating by a junction with the last-mentioned line of railway in the township of Great Bolton, in the parish of Bolton-le-Moors, at a point about 475 yards, measured along the said Liverpool and Bury line eastward from the junction therewith at Burnden, of the said Manchester and Bolton line, and which said intended railway will be wholly situate in the said townships of Great Lever and Great Bolton, in the parishes of Middleton and Bolton-le-Moors, all in Lancashire.
3. A railway wholly situate in the township of Lathom, in the parish of Ormskirk in Lancashire, commencing by a junction with the Wigan and Southport line of the Company, at a point about 92 yards from the junction of the Burscough Fork line of the Company with the said Wigan and Southport line at Burscough Bridge Station, and terminating by a junction with the Liverpool, Ormskirk, and Preston line of the Company, at a point about 510 yards from the centre of the bridge carrying the same railway over the said Wigan and Southport Line.
4. A railway commencing by a junction with the Aintree and Bootle Branch of the Company, in the township of Litherland, in the parish of Sefton, at a point about 121 yards, measured along the said branch in a westerly direction from the bridge, carrying the said branch railway over the Leeds and Liverpool Canal, and terminating by a junction with the Liverpool, Crosby, and Southport line of the Company, in the township of Bootle-cum-Linacre, in the parish of Walton-on-the-Hill, at the crossing of Lydiate-lane, by the last-named railway, and which said intended railway will be wholly situate in the said townships of Litherland and Bootle-cum-Linacre, in the parishes of Sefton and Walton-on-the-Hill, all in Lancashire.
5. A railway commencing by a junction with the Company's Skelmersdale Branch, in the township of Burscough, in the parish of Ormskirk, at a point about 963 yards measured in an easterly direction along the said branch railway from the junction thereof with the Liverpool, Ormskirk, and Preston Line of the Company, and terminating by a junction with the Wigan and Southport Line of the Company, in the township of Scarisbrick, in the parish of Ormskirk, at a point about 572 yards measured along the said line in a south-easterly direction from the Company's Bescar-lane Station on that railway, and which said intended railway will be wholly situate in the said townships of Burscough and Scarisbrick, in the parish of Ormskirk, in Lancashire.
6. A railway wholly situate in the township of Burscough, in the parish of Ormskirk, in Lancashire, commencing by a junction with

the said Liverpool, Ormskirk, and Preston line of the Company, at a point about 443 yards measured in a north-easterly direction along the said line from the junction of the Company's Skelmersdale Branch with the said Liverpool, Ormskirk, and Preston Line, and terminating by a junction with the intended railway last described at a point about 792 yards from the commencement thereof measured along the centre line of the said intended railway.

To enable the Company to abolish two level crossings of the Liverpool, Crosby, and Southport Line of the Company's railway, in the township of Great Crosby, in the parish of Sefton, in Lancashire; one of such crossings being by the Blundellsands-road, and the other by the Mersey-road, and to enable the Company to raise the levels of the said Mersey-road, in the township of Great Crosby aforesaid, from a point about 156 yards westward, to a point about 158 yards eastward, measured respectively along the said road from the said level crossing of Mersey-road so as to carry the said road over the railway by a bridge with the necessary approaches thereto, and for the purposes thereof may make such alterations in the levels of the roads or streets communicating with the portion of Mersey-road intended to be altered as aforesaid, as may be necessary in executing the said intended works; and the Bill will provide for vesting in the Company the site and soil of the said level crossings, and for the abolition of all rights of way there-over respectively. And the Bill will enable the Company to stop up as a road or way Abbotsford-road at its junction with Mersey-road, and to acquire the land, buildings, and property in the township of Great Crosby aforesaid, on each side of Mersey-road, to the extent shown on the deposited plans, and the Bill will authorise the entering into and carrying into effect agreements or contracts between the Company and the Great Crosby Local Board of Health, with reference to the foregoing matters, or any matter incidental thereto, and will confirm any such contract or agreement already made; and the Bill will also provide for the maintenance and repair of the said new road when formed by the said Local Board, or the parties now liable to maintain and repair the existing road.

To enable the Company to raise the levels of so much of Bridgman-street, in the township of Great Bolton, in the parish of Bolton-le-Moors, in the borough of Bolton, in Lancashire; partly by means of an embankment, and partly by means of a bridge or viaduct, as lies between Manchester-road and a point in Bridgman-street aforesaid, about 150 yards westwards of Manchester-road aforesaid, and also to enable the Company to widen the existing bridge or arch under Trinity-street, in the said township, parish, borough, and county, which carries Trinity-street aforesaid over the Company's railway, or to make additional bridges or arches under the said road, and to vest in and appropriate to the purposes of the Company the site and soil underneath Bridgman-street and Trinity-street respectively, as proposed to be altered; and to enable the Company to form in and upon such sites respectively, such and so many sidings, communications, and other conveniences as the Company may deem fit. And the Bill will enable the Company, in connection with the said works at Trinity-street aforesaid, to stop up and extinguish all rights of way (if any) in and over the road or way leading from Trinity-street to Bridgman-street aforesaid, and lying intermediate to the Company's line of railway, passenger station

and premises, and the churchyard in connection with Trinity or Sweet Green Church, in Bolton aforesaid, and to vest the site and soil of such road or way in the Company. And the Bill will further enable the Company and the Corporation of Bolton from time to time to enter into and carry into effect any contracts or agreements with reference to the proposed works, or the future maintenance and repair thereof, or any matter incidental thereto, and will confirm any such contract already made.

To enable the Company to widen and improve the Lancashire and Yorkshire Railway, and lay down additional lines of railway thereon or in connection therewith, and to enlarge their station in Tithebarn-street, in the borough of Liverpool, such widening and improvement to be wholly situate in the township, parish, and borough of Liverpool, in Lancashire, and to commence at a point about 82 yards, measured in a northerly direction along the said railway from the centre of the bridge which carries the said railway over the Leeds and Liverpool Canal, and terminating at Tithebarn-street aforesaid, and in connection with the said proposed widening, improvement, and enlargement of the said railway and station it is intended to apply for powers to stop up the following streets or roads in the said borough of Liverpool, viz., Back Leeds-street, Edmund-street, and Rigby-street at their junction with Plumbe-street and Key-street respectively, and also to stop up the following streets, carriage ways, footpaths, or places in the said borough, and to vest the soil thereof in the Company and extinguish all rights of way therein, that is to say: Key-street; Plumbe-street, MacViccar-street, and Maiden's-green, and all other streets, courts, ways, or places, which will, or may interfere with the carrying out of the proposed work, or either of them. And the Bill will enable the Company and the Corporation of Liverpool to enter into and fulfil contracts with respect to the said widening, improvement, and enlargement, or any matters consequent thereon or incidental thereto, and will confirm any such agreement as may have been already entered into.

To enable the Company to widen and improve the Bacup branch of the East Lancashire line of the Company, and lay down additional lines of railway thereon or in connection therewith, such widening and improvement to commence in the township of Cowpe Lench New Hall Hey and Hall Carr, in the parish of Bury, at a point about 150 yards, measured in an easterly direction along the said railway from the centre of the Company's station at Rawtenstall; and to terminate in the township of Spotland, in the parish of Rochdale, at a point about 416 yards from and southward of the terminus of the said branch railway at Bacup. The said proposed widening will pass into or through the following townships and parishes, or some of them, that is to say: Cowpe Lench New Hall Hey and Hall Carr; Lower Booths, Newchurch, Spotland, Whalley, Bury, and Rochdale, all in Lancashire.

To enable the Company to divert so much of the railway authorised by "The Lancashire and Yorkshire Railway (Ripponden and Stainland branches, &c.) Act, 1865," as is situate in the townships of Norland and Sowerby, in the parish of Halifax, in the West Riding of Yorkshire, between a point shown on the plans of the said railway deposited with the clerk of the peace for the West Riding of Yorkshire, in the month of November, 1864, at six chains from the commencement thereof; and a point shown on the said plans at four furlongs and nine and

a-half chains. And also so much of the said railway as is shown upon the said plans between a point one mile, five furlongs, five chains, in the said township of Norland, and a point in the township of Barkisland, in the said parish of Halifax and West Riding of Yorkshire, shown on the said plans as one mile, seven furlongs, eight chains; and which said deviations will be wholly situate in the said townships of Norland, Sowerby, and Barkisland and parish of Halifax in the West Riding of Yorkshire, and the Bill will enable the Company to abandon so much of the said authorised Ripponden Branch Railway as will become unnecessary by reason of such deviations as aforesaid.

To enable the Company to alter and improve their railway near the Denby Dale station thereof in the West Riding of Yorkshire by the construction near the same of a new line of railway, commencing in the township of Denby, in the parish of Penistone, in the said West Riding, by a junction with their existing railway at a point about 80 yards measured in a south-easterly direction along the said railway from the southern end of the existing Denby Dale Viaduct, and terminating by a junction with the same railway in the township of Cumberworth Half, in the parish of Kirkburton, at a point about 83 yards, measured along the said railway from the north-westerly end of the said viaduct, and which said intended railway will be wholly situate in the said townships of Denby and Cumberworth Half, in the parishes of Penistone and Kirkburton, in the West Riding of Yorkshire, and the Bill will authorise the Company to pull down and remove between the points aforesaid the existing viaduct and works, or so much thereof as will be rendered useless by the proposed new works.

To enable the Company to widen and improve portions of their railway between Heaton Lodge junction, near Huddersfield, and Dewsbury junction, near Mirfield, such widenings and improvements being as follows:

1. The widening and improvement of a portion of the Company's railway, and the laying down of additional lines of railway thereon, such portion commencing by a junction with the London and North Western Railway, in the township of Kirkheaton, in the parish of Kirkheaton, at a point about 85 yards, measured along the said last-mentioned railway in a westerly direction from the signal cabin at the junction of the last-named railway with the Lancashire and Yorkshire Railway at Heaton Lodge aforesaid, and terminating in the township and parish of Mirfield, by a junction with the Lancashire and Yorkshire Railway, at a point about 56 yards, measured along the Company's railway; from the easterly end of the parapet wall of the viaduct passing over the river Calder, at or near the Company's Mirfield station.
2. The widening and improvement of another portion of the Company's railway; and the laying down of additional lines of railway thereon; such portion commencing by a junction with the main line of the Lancashire and Yorkshire Railway, in the said township and parish of Mirfield, at a point immediately opposite the east end of the pumping and tank house on the said railway, and terminating in the township and parish of Thornhill, by a junction with the railway of the Company, and with the Leeds, Dewsbury, and Manchester line of the London and North Western Railway Company at or near Thornhill junction.

which said intended widenings and improvements will be wholly situate in the following townships and parishes, viz.: Kirkheaton, Mirfield, and Thornhill, all in the the West Riding of Yorkshire: And the Bill will enable the Company on the one hand, and the London and North Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, and management of the said portions of railway so proposed to be widened and improved, and with respect to the working, use, and management by the Company, of such portions as may be defined by the Bill of the London and North Western Railway, as may form a connection with the said portions of railway proposed to be widened and improved as aforesaid, including any of the stations, sidings, and conveniences of the two Companies respectively, subject to the payments or other consideration to be made; and the conditions to be performed by the Companies respectively, with respect to such working, use, and management; and the Bill will confirm and carry into effect any agreement already made or to be made touching any of the matters aforesaid.

To enable the Company to divert Birdsroyd-lane, at Brighouse, in the township of Rastrick, in the parish of Halifax, in the West Riding of Yorkshire, between the Dyers' Arms and the top of the road leading to the dye works occupied by the late Mr. Burgess; and for the purposes aforesaid and for the improvement of their Brighouse station, to acquire additional lands abutting upon the Company's railway and goods yard and Birdsroyd-lane aforesaid:

To enable the Company to acquire by compulsion or agreement in addition to the other lands and property which they will, by the intended Bill, be authorised to acquire the lands (in which term houses, buildings, and other hereditaments, are in this notice included) hereinafter described, or some of them (that is to say):

Certain lands situate at Burnley, in the township and borough of Burnley, in the parish of Whalley, in Lancashire, abutting upon and intersected by the Company's Bank Top goods station and sidings at Burnley.

Certain lands at Rosegrove, in the township of Habergham Baves, in the parish of Whalley, in Lancashire, bounded on the northerly side by the Company's railway and sidings, and on the easterly side by property belonging, or reputed to belong, to the executors of the late John Hargreaves, Esquire.

Certain lands and buildings at Stalybridge, in the township and parish of Ashton-under-Lyne, in Lancashire, bounded on the north-easterly side by Rashbottom-street, and on the northerly side by Stamford-street, and on the southerly and easterly sides by the railway goods station and sidings of the Company.

Certain lands at Droylsden, situate in the township of Droylsden, in the parish of Manchester, and in the township and parish of Ashton-under-Lyne, all in Lancashire, bounded on the westerly side by the Manchester and Ashton-under-Lyne canal, and on the northerly side by the sidings and railway of the Company.

Certain lands at Sandhills, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in Lancashire, abutting on Sandhills-lane, and on the Company's line of railway and station premises there.

Certain lands in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in

Lancashire, bounded on the northerly side by Grimshaw-lane, and on the easterly side by the Company's line of railway and sidings, and near the junction of the Middleton branch with the Company's main line of railway at Middleton Junction station. And the Bill will enable the Company to divert in the manner shown on the deposited plans so much of the road shown on the said plans as now traverses the lands last described; and to vest in the Company the site and soil of so much of the said road or way as will be rendered unnecessary by reason of such diversion free from all rights of way over the same.

Certain lands in the township of Blackrod, in the parish of Bolton-le-Moors, in Lancashire, abutting upon the Bolton and Preston line of the North Union Railway, and also on the Blackrod and Horwich Junction Railway Station, and the Bill will enable the Company to stop up all rights of way (if any) over the said railway and lands at that place.

Certain lands at Triangle, near Sowerby bridge, in the township of Norland, in the parish of Halifax, in the West Riding of Yorkshire, situate on the easterly side of the authorised Ripponden Branch Railway, and which lands belong, or are reputed to belong to the Overseers of the Poor of Norland.

Certain lands in the township of Sowerby and parish of Halifax, in the West Riding of Yorkshire, abutting on or near to the Company's railway station and premises at Ludenden Foot, including a reservoir on the said lands, called or known by the name of the Swamp Reservoir, and the Bill will enable the Company to acquire all water rights, and other rights and privileges in and connected with the said reservoir, together with the use of the water therein for the purposes of their undertaking.

To revive the powers for the purchase of lands, and to extend the time for the construction and completion of works limited by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1872," with respect to the railways therein called "Railway through Cheetam Hill, Prestwich, Whitefield, to Radcliffe," and "Extension to Bradley Fold."

To extend the time limited by the last-mentioned Act of Parliament for the construction and completion of the railway therein called "The Extension Shawforth Branch to Bacup," authorised to be constructed by such Act.

To revive the powers for the purchase of lands in respect of the Ripponden Branch Railway and the Ripponden Branch Extension, limited by "The Lancashire and Yorkshire Railway (Ripponden Branch Extension, &c.) Act, 1870," and to extend the time limited by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1874," for the construction and completion of the said Ripponden Branch Railway, which was authorised to be constructed by "The Lancashire and Yorkshire Railway (Ripponden and Stainland Branches, &c.) Act, 1865," and to extend the time limited for the construction and completion of the Ripponden Branch Extension, which was authorised to be constructed by "The Lancashire and Yorkshire Railway (Ripponden Branch Extension, &c.) Act, 1870."

To revive the powers granted to the Company by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1872,"

for the purchase of lands, and to extend the time limited by the said Act, for the construction and completion of the railway therein called the "Hollinwood Branch," authorised by the said Act, and also to extend the time limited by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873," for the purchase of lands, and construction and completion of the railway therein called the "Extension of Hollinwood Branch to Oldham," by the said Act authorised.

To extend the time limited by "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873," for the purchase of lands for the purposes of the widening and improving the Company's line into Bradford mentioned in the 25th section of the said Act.

To extend the time limited by the "Fleetwood Docks Act, 1871," for the construction and completion of the docks and other works authorised by "The Fleetwood Docks Act, 1864," the powers of which Act were transferred to and vested in the Company by "The Fleetwood Docks Act, 1871."

To authorise the Company to purchase, in addition to the other lands and property which they will by the intended Bill be authorised to acquire and hereinbefore mentioned, lands, houses, and other property, by agreement, for the purposes of the undertaking, in the parishes of Wigan, Bolton-le-Moors, Prestwich-cum-Oldham, Bury, and Rochdale, in Lancashire, and Halifax, Huddersfield, Bradford, and Leeds, in the West Riding of Yorkshire.

To vest in the Company the usual powers granted to Railway Companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the railways, and other works, to any extent within the limits of deviation, to be shown on the deposited plans, or defined by the Bill, and to deviate from the levels shown upon the deposited sections to any extent which may be defined by the Bill.

To authorise the Company to purchase, in addition to the other lands and property which they will by the intended Bill be authorised to acquire and hereinbefore mentioned, lands, houses, and other property, compulsorily, or by agreement, for the purposes of the said railways, and other works, or for any of the other purposes of the Bill, and to empower the Company to levy tolls, rates, and charges, in respect of the intended railways and works, and to exercise other rights and privileges.

To enable the Company to purchase so much of any property as they may require for the purposes of the said Bill without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act 1845."

To enable the Company for the purposes of their undertaking from time to time to acquire by agreement, and hold land on lease, and to accept a transfer or assignment of any leasehold interest in any lands, houses, and other property, and also to purchase by agreement easements in under and over any lands without acquiring the fee of the said lands, and to purchase and acquire by agreement the absolute fee simple and inheritance of and in any lands, buildings, and property, which may from time to time be held by them on any less tenure than the fee simple and inheritance thereof.

The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the completion of lines of rail.

way, docks and other works already authorised, and also for the general purposes of their undertaking by the creation of new shares or stock, with or without a guaranteed or preferential dividend, or other special rights or privileges attached thereto, or by borrowing or by the creation of debenture stock, or by any of such means, and also to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself and amend the provisions or certain of the provisions of "The Companies Clauses Acts 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts 1845, 1860, and 1869," "The Railways Clauses Consolidation Act 1845," and "The Railways Clauses Act 1863;" and it will amend, repeal, and enlarge, for the foregoing and other purposes, the powers and provisions of the following or of any other Acts relating to the Lancashire and Yorkshire Railway Company, that is to say: Local and Personal Acts 1 and 2 William 4, cap. 60; 2 Wm. 4, cap. 69; 5 Wm. 4, cap. 30; 6 and 7 Wm. 4, cap. 111; 7 Wm. 4, 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; 9 Vict. caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vict. caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vict. caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vict. caps. 71 and 115; 12 and 13 Vict. caps. 50, 71, and 74; 13 and 14 Vict. caps. 83, 95, and 99; 14 and 15 Vict. caps. 46, 56, and 89; 15 Vict. cap. 96; 15 and 16 Vict. cap. 132; 16 and 17 Vict. caps. 163 and 211; 17 Vict. caps. 58 and 59; 17 and 18 Vict. cap. 117; 21 and 22 Vict. caps. 106 and 143; 22 and 23 Vict. caps. 110 and 129; 24 and 25 Vict. caps. 34, 36, 37, 50, and 101; 25 and 26 Vict. cap. 97; 26 and 27 Vict. cap. 5; 27 and 28 Vict. caps. 32, 55, 80, 270, and 273; 28 and 29 Vict. caps. 21 and 332; 28 Vict. cap. 23; 29 Vict. caps. 43, 44, and 71; 30 Vict. cap. 95; 30 and 31 Vict. cap. 136; 31 and 32 Vict. caps. 64 and 114; 32 and 33 Vict. cap. 78; 33 and 34 Vict. caps. 79, 80, 84, and 141; 34 and 35 Vict. caps. 64, 70, and 170; 35 and 36 Vict. cap. 116; 36 and 37 Vict. cap. 179; and 37 and 38 Vict. cap. 102; and 38 and 39 Vict. cap. 125; and the Bill will or may vary, amend, and enlarge the powers and provisions of the following or any other Acts relating to the London and North Western Railway Company: 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201, and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 194, 198,

200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 177, 208, and 217; 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296; 28 and 29 Vict. caps. 333, 334, 22, 72, 193, 260, 267, and 316; 29 and 30 Vict. caps. 168, 249, 189, 190, 134, 276, 311, 87, 233, and 284; 30 and 31 Vict. caps. 94, 95, 113, 144, and 151; 31 and 32 Vict. caps. 21, 38, 49, and 118; 32 and 33 Vict. caps. 78, 108, 109, and 115; 33 and 34 Vict. caps. 79, 84, 112, and 118; 34 and 35 Vict. caps. 12, 64, 86, 114, 183, and 192; 35 and 36 Vict. caps. 87, 134, and 140; 36 and 37 Vict. caps. 156, 174, 179, 187, 193, 201, and 225; 37 and 38 Vict. caps. 102, 129, 130, 157, and 159; and 38 and 39 Vict. caps. 102, 106, 124, 152, and 162.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made; and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will on or before the 30th day of November instant, be deposited for public inspection as follows, that is to say: As regards the railways, works, lands, and property in the county of Lancaster, with the clerk of the peace for the county of Lancaster, at his office at Preston; and as regards the railway, works, lands, and property in the West Riding of the county of York, with the clerk of the peace for the said West Riding, at his office at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish, in or through which the 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 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 16th day of November, 1875.

*T. A. and J. Grundy and Co.*, 104, King-street, Manchester, Solicitors for the Bill.

In Parliament.—Session 1876.

Didcot, Newbury, and Southampton Junction Railway.

(Extension of time for purchase of land and completion of Works; Working and traffic arrangements with Great Western and London and South Western Railway Companies; Amendment of Acts.)

**N**OTICE is hereby given, that the Didcot, Newbury, and Southampton Junction Railway Company (hereinafter referred to as the Company) intend to apply to Parliament in the ensuing Session for an Act to extend the time limited by "the Didcot, Newbury, and Southampton Junction Railway Act, 1873," for the purchase of land, and also for completion of the works by that Act authorised.

The intended Act will also authorise and give effect to contracts, agreements, and arrange-

ments between the Company on the one hand and the Great Western Railway Company and the London and South Western Railway Company or either of those Companies on the other hand, for or with reference to the management, maintenance, working, and use of the whole or any part of the railways of the Company, and some part or parts of the railways of the said other Companies, and the stations, sidings, works, and conveniences connected with such railways; the supply and maintenance of engines; rolling stock, and plant; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways, stations, and other works, and from any traffic passing over any other line of the said Companies; the contributions, payments, and allowances, to be made and allowed by any or either of the said Companies to the other or others of them for; or with reference to, or on account of all or any of the objects of the intended Act; or of any such contracts or arrangements, and the application thereof; the services, facilities, and accommodation to be afforded, made, and provided by all or any of the said Companies to or for the benefit of all or some of them, and any matters incidental thereto; or connected with the objects and purposes aforesaid; and the intended Act will sanction and confirm any contract, agreement; or arrangement already made, or which prior to the passing of the said Act may be made with respect to all or any of the matters aforesaid.

The intended Act will incorporate all or some of the provisions of "the Railways Clauses Act, 1863," and it will alter, amend, extend, and enlarge; or repeal, all or some of the provisions of the local and personal Acts following, or some of them—viz., 5th and 6th William IV., cap. 107, "the Great Western Railway (West Midland Amalgamation) Act, 1863," and of any other Acts relating to the Great Western Railway Company; and the 4th and 5th William IV., cap. 88; and of any other Acts relating to the London and South-Western Railway Company, and "the Didcot, Newbury, and Southampton Junction Railway Act, 1873."

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the twenty-first day of December, 1875.

Dated this 10th day of November, 1875.

*Wm. Tatham* and Sons, 17, Old Broadstreet, London, Solicitors.

*Wm. Bell*, 27, Great George-street; Westminster; Parliamentary Agent.

#### Ruthin and Cerrig y Druidion Railway.

(Incorporation of Company: Construction of Railway: Purchase of Lands. Traffic Arrangements, &c.)

**N**OTICE is hereby given; that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a company for the construction and maintenance of the railway hereinafter mentioned and all necessary approaches stations and works connected therewith (that is to say); a railway of such gauge as shall be defined by the Act; commencing in a certain field known by the name of Park-lane Field, adjoining the station yard of the Denbigh, Ruthin and Corwen Railway; at Ruthin, situate in the parish of Ruthin, in the county of Denbigh; in the occupation of William Williams; and belonging to William Cornwallis West, Esquire, and terminating in a field called Bryn y brâtiau, adjoining the London and Holyhead

Turnpike-road, in the parish of Cerrig y druidion, in the county of Denbigh aforesaid; in the occupation of Mr. Edward Edwards, Surgeon, Cerrig y druidion, and belonging to Captain Wynne Griffith, which said intended railway will pass from, through; or into; or be situate within the several parishes, townships; townlands, and extra-parochial places following; or some of them, viz.: Ruthin; Llanynys; Llanfwrog; Clocaenog; Gyffylliog; Llanfihangel-glynmyfyr; Cerrig y druidion, and townships of Tirabbot-uchá, in the parish of Cerrig y druidion, all in the county of Denbigh.

And in the said Act the following powers or some of them will be taken.

To stop up; cross, divert, or alter either temporarily or permanently, such roads; streets, highways, sewers, canals, rivers, bridges, and railways within the said parishes, townships, and extra-parochial or other places; as may interfere with the construction of the said railway and works.

To define the gauge upon which the intended railway may be constructed and maintained.

To raise capital by the creation of shares or stock, and by borrowing on mortgage or bond for the purposes of the undertaking.

To purchase; by compulsion or otherwise, 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 with such lands and houses, or which would interfere with the construction of the said railway and works, and to confer other rights and privileges.

To levy tolls, rates, and duties, for or in respect of the said railway and works, and to confer exemptions from the payment of such tolls, rates, and duties.

And with the said intended Act will be incorporated the powers and provisions of the Acts following (that it is to say): The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, The Companies Clauses Consolidation Acts, 1845, 1863; and 1869, "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And notice is hereby further given, that duplicate plans and sections of the said railway and works, and of the lands and houses to be taken for the purposes thereof; together with books of reference to such plans, containing the names of the owners; or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, and an ordnance map showing the general course and direction of the said railway; and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin, and a copy of so much of the said plans, sections; and books of reference as relates to the several parishes in or through which the said railway and works will be made, together with a copy of the said Gazette notice; will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place, with the parish clerk of the adjoining parish at his place of abode.

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

Dated this 10th day of November, 1875.

*Llewelyn Adams*, 5, Castle-street; Ruthin, Solicitor to the Bill.

In Parliament—Session 1876.

**HALL'S PATENT FOR IMPROVEMENTS  
IN STEAM PUMPS OR APPARATUS  
FOR ELEVATING FLUIDS BY STEAM.**

(Confirmation of Patent.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the Session of 1876 for leave to bring in a Bill and pass an Act for the following purposes:—

To continue and confirm certain Letters Patent bearing date the 1st day of October, 1872, granted to Charles Henry Hall, of the city and State of New York, in the United States of America, for the term of fourteen years, for the invention of "improvements in steam pumps or apparatus for elevating fluids by steam."

To authorise the said Letters Patent, or a duplicate thereof, to be stamped with the proper stamp showing the payment of the stamp duty thereon of £50, and to be produced at the Office of the Commissioners of Patents for the said Commissioners of Patents or their clerk to stamp such Letters Patent or duplicate, specifying the date of such production, and to endorse on such Letters Patent or duplicate a certificate of the production of the same duly stamped, and to endorse a like certificate upon the Warrant for such Letters Patent filed in the said office.

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

Dated this 20th day of November, 1875.

*J. Henry Johnson*, 47, Lincoln's-inn-fields,  
London, Solicitor for the Bill.

*Wyatt, Hoskins, and Hooker*, 28, Parli-  
ament-street, Westminster, Parliamentary  
Agents.

In Parliament—Session 1876.

**Cornwall Mineral and Bodmin and Wadebridge  
Junction Railway.**

(Extension of Time for purchase of Lands and  
Completion of Works—Amendment of Act.)

**N**OTICE is hereby given, that the Cornwall Mineral and Bodmin and Wadebridge Junction Railway Company intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following purposes (that is to say):—

To extend the respective periods limited by "The Cornwall Mineral and Bodmin and Wadebridge Junction Railway Act, 1873," for the compulsory purchase of lands and houses, and for the completion of the railways and works by that Act authorised.

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

To alter, amend, extend, 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 Cornwall Mineral and Bodmin and Wadebridge Junction Railway Act, 1873."

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

Dated this 12th day of November, 1875.

*Cope, Rose, and Pearson*, 26, Great  
George-street, Westminster, Solicitors  
for the Bill.

In Parliament—Session 1876.

**Ramsgate Water.**

(Alteration, Amendment, and if necessary Repeal and Re-enactment of all or some of the Provisions of the 5th William 4th, cap. 6; Application of the Water Works Clauses Acts, 1847 and 1863, to the Company of Proprietors of the Ramsgate Water Works; Re-Arrangement and Regulation of Capital and Capitalization of Moneys expended on Works out of Revenue; Additional Capital; Borrowing Powers; Purchase of Lands by Agreement; Sale of Water in Bulk; Incorporation and Amendment of Acts, and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Company of Proprietors of the Ramsgate Water Works (hereinafter called "the Company") for leave to bring in a Bill for all or some of the following among other purposes, that is to say:—

To repeal, alter, extend, enlarge, amend, and, so far as may be necessary for the purposes of the Bill, to repeal and re-enact all or some of the powers and provisions of an Act passed in the fifth year of the reign of His Majesty King William the Fourth, intituled "An Act for better supplying with water the parish of Ramsgate and the neighbourhood thereof, in the county of Kent," and to make provision for applying to the Company the provisions, or some of the provisions, of the general Acts passed for the purpose of regulating the affairs of Water Companies established under Parliamentary sanction, and particularly

To confer upon the Company the powers and authorities created by, and to subject them to the provisions and control of, "The Water Works Clauses Act, 1847," and "The Water Works Clauses Act, 1863," and to incorporate wholly or in part those Acts with the Bill.

To re-arrange, regulate, and define the capital of the Company, and to capitalize moneys expended by the Company upon their works out of revenue, and to make provision for the distribution of the shares, stock, and capital representing such expenditure amongst the proprietors, or some class or classes of proprietors of the Company, and to authorise the borrowing of money in respect of such capitalized moneys.

To raise further money by the creation and issue of new shares and stock of the Company, and by borrowing on mortgage or bond, or otherwise, or by any of those means, and to attach (if they think fit) to such shares or stock, or any part thereof, a preference or priority of dividend over the existing or ordinary shares of the Company, or other special privileges, to create and issue debenture stock, to alter the number and amount of the Company's existing shares, and to make provisions for the classification, division, and regulation of the Company's existing share capital.

To acquire lands by agreement for the general purposes of the Company.

To incorporate with the said Bill, either wholly or in part, the "Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Act, 1863"; and "The Companies Clauses Act, 1869"; and the provisions relating to the purchase of lands by agreement of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, or some or one of those Acts; and to confer upon the Company all rights and privileges usual or necessary for carrying into effect the objects of the Bill, and to vary and extinguish all such existing rights and privileges as may interfere with the attainment of any of those objects.

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

Dated this 9th day of November, 1875.

*M. and O. Daniel*, Ramsgate, Solicitors for the Bill.

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

Board of Trade—Session 1876.

Wantage Tramways.

(Application for further Provisional Order to authorise use of Steam or other than Animal Motive Power on the Tramways; Repeal or Amendment of Acts; and other purposes.)

**N**OTICE 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 for the following, or some of the following, among other purposes.

To amend, extend, or vary "The Wantage Tramways Order, 1874."

To authorise the use on the tramways authorized by such Order of carriages moved by steam power, or any other than animal power, and the use on such tramways of engines moved as aforesaid for drawing or propelling carriages used on such tramways.

To repeal, amend, or alter all or some of the provisions of all or some of the following, among other Acts, that is to say, "The Tramways Act, 1870;" "The Locomotive Act, 1861;" and "The Locomotives Act, 1865;" and any Act amending the said Acts, or any of them, so far as they respectively may apply to or affect the said tramways, or any engines or carriages to be used thereon, and any other Act of Parliament which may in anywise affect such tramways, engines, or carriages.

To confer on the Promoters all rights, powers, and privileges necessary or convenient for carrying into effect the objects aforesaid, and to vary or extinguish all rights and privileges inconsistent with or which would or might in anywise interfere with such objects.

And notice is hereby further given, that on or before the 30th day of November, 1875, a copy of this advertisement 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 at the office of the Board of Trade, Whitehall, London, and that on or before the same day a copy of this advertisement will be deposited with the clerk of the hamlet of Grove, in the parish of Wantage, and with the clerk of the parish of Wantage respectively, at their respective residences and with the local authority of such hamlet and parish by such deposit as aforesaid being made with the surveyors of such hamlet and parish respectively at his residence.

A printed draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Provisional Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for the same at the office of Mr. Edward Ormond, Solicitor, Wantage, and at the office of Mr. Edward Walmisley, 25, Abingdon-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant-Secretary of the

Railway Department of the Board of Trade, on or before the 15th day of January, 1876, and a copy of any such objections must also be sent at the same time to the Promoters through their Solicitor or Parliamentary Agent on their behalf.

Dated this 15th day of November, 1875.

*Edward Ormond*, Wantage, Solicitor for the Promoters.

*Edward Walmisley*, 25, Abingdon-street, Westminster, Parliamentary Agent.

In Parliament—Session 1876.

Manchester South District Railway.

(Extension of Time for Purchase of Lands and Completion of Works; Amendment or Repeal of Act.)

**N**OTICE is hereby given, that the Manchester South District Railway Company intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following purposes (that is to say)—

To extend the respective periods limited by the Manchester South District Railway Act, 1873, for the compulsory purchase of lands and houses, and for the completion of the railways and works by that Act authorised.

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

To alter, amend, and extend, and, if need be, to repeal, the Manchester South District Railway Act, 1873.

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

Dated this 12th day of November, 1875.

*Lingards and Newby*, Manchester, Solicitors for the Bill.

In Parliament—Session 1876.

Rossendale Union Gas.

(Increase and Classification of Capital, and Redemption of Shares; Power to acquire or retain Leasehold Lands; Enlargement of existing Works; Amendment of Acts.)

**A**PPPLICATION is intended to be made to Parliament in the next session, by the Rossendale Union Gas Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To enable the Company to raise additional capital by shares and by loan, and to attach to such shares any preference or priority of dividend, or any other advantage which the Bill may define, and to enable them also to arrange and consolidate their existing capital, and to create certain classes of shares, upon such conditions and with such privileges as the Bill may define; and further, to enable the Company to redeem certain shares in the capital of the Company, respectively called "eighth shares" and "new eighth shares," upon such terms and conditions as may be stated in the Bill.

2. To enable the Company to acquire and hold any land on lease which they are now authorized to purchase, for the purposes, or any of the purposes, of their undertaking, and also to accept a transfer of the leases of any lands now held in trust for them, or otherwise to vest in the Company, by the Bill, such leases, subject to the rents, covenants, and conditions thereof respectively, and to enable the Company to purchase the remainders of any leases and the reversions of any lands now

held on lease, or any other interest in the said lands.

3. To enable the Company to enlarge their works upon the land already occupied by their gas works, and to maintain and renew the said works.

4. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will (so far as may be necessary) incorporate with itself all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, 1845, 1860, and 1869, and the Gas Works Clauses Acts, 1847 and 1871; and the Bill will confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill; and it will amend, extend, enlarge, or repeal the powers and provisions of "The Rossendale Union Gas Company's Act, 1854," and "The Rossendale Union Gas Company's Act Amendment Act, 1865" (17 and 18 Vic., cap. 26; and 28 and 29 Vic., cap. 6), and especially the 23rd section of the said Act of 1854, with respect to the number of directors.

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

Dated this 11th day of November, 1875.

*E. M. Wright*, Bacup;

*T. A.*, and *J. Grundy and Co.*, 104, King-street, Manchester;

Solicitors for the Bill.

Board of Trade.—Session 1876.

Severn and Wye Railway and Canal Company.  
(Increase of Capital; Extension of Time for Sale of Superfluous Lands.)

**N**OTICE is hereby given that the Severn and Wye Railway and Canal Company (hereinafter called the Company) intend to apply to the Board of Trade, according to the provisions of "The Railway Companies Powers Act, 1864;" and "The Railways (Powers and Construction) Act, 1864; Amendment Act, 1870;" for the grant of a Certificate for the following purposes:—

1. To authorise the Company to raise, for the general purposes of their undertaking, additional capital, by shares or stock and by loan, and to issue the said shares or stock, with such preference or priority of dividend, and subject to such terms and conditions, as the said Certificate may prescribe.

2. To extend the time within which superfluous lands belonging to the Company are required to be sold, and to make other provisions with respect to the sale or demise of lands, houses, and tenements belonging to the Company, and which are no longer required for its purposes.

3. To amend or repeal, as far as may be necessary for the purposes aforesaid, the provisions of the following and any other Acts relating to the Company:—49 Geo. 3rd, cap. 159; 50 Geo. 3rd, cap. 215; 51 Geo. 3rd, cap. 193; 54 Geo. 3rd, cap. 42; 3 Geo. 4th, cap. 75; and the Severn and Wye Railway and Canal Acts, 1853, 1869, 1870, and 1872; and to vary and extinguish all existing rights and privileges which would interfere with the objects of the said Certificate.

4. And notice is hereby given that copies of the proposed draft Certificate can be obtained at the office of Messrs. Dyson and Co., No. 24, Parliament-street, Westminster, on payment of six pence for each copy, and that all persons desirous of making to the Board of Trade any

No. 24269.

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representation, or of bringing before the Board any objection respecting the application to the Board for the said Certificate, may do so by letter, addressed to the Secretary of the said Board, on or before the 1st day of January next.

5. And notice is hereby also given that, after the Board of Trade has settled the said Certificate, copies thereof can be obtained at the before-mentioned office, at a charge of six pence for each copy, or of such other sum as the Board of Trade may direct.

Dated this 11th day of November, 1875.

*Windle and Maule*, Newnham, Gloucestershire, Solicitors.

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

Llandudno Pier.

(Application for Provisional Order for Powers to Erect a Pier and Landing Stage at Llandudno in the county of Carnarvon, and to Levy Tolls.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Llandudno Pier Company (limited), to make a provisional order, pursuant to "the General Pier and Harbour Act, 1861," and "the General Pier and Harbour Act, 1861, Amendment Act," and to confer on the Company the following, or some of the following, among other powers (that is to say):

To construct and maintain a pier and landing place, with all proper works, approaches, and conveniences connected therewith, for the embarking and landing of passengers, goods, and merchandise at Llandudno, in the county of Carnarvon, commencing at a point on the Approach-road, to the present landing stage belonging to the London and North-Western Railway Company, midway between the shore end of the said stage and the public baths, and extending seaward in a north-easterly direction a distance of 400 yards or thereabouts, more or less, of a width of not less than twenty-five feet, and a height above high-water mark of not less than ten feet.

To purchase, take on lease, or otherwise acquire lands, hereditaments, erections, buildings, and other premises necessary for the construction of the said pier and other necessary works, and the approaches thereto, and to acquire by purchase the aforesaid landing stage belonging to the London and North-Western Railway Company.

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

To borrow money on mortgage by bond or otherwise for the purposes of the Company.

To incorporate with the said provisional order, the whole or parts of "the Companies Clauses Consolidation Acts, 1845," and "the Lands Clauses Consolidation Acts, 1845 and 1860;" "the Companies Clauses Act, 1862," and "the Railways Clauses Act, 1863."

And notice is hereby further given, that on or before the 30th day of November, 1875, proper plans and sections of the proposed pier and works, and also a copy of this notice as advertised and published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Carnarvon, at his office at Carnarvon, and at the office of the Board of Trade, Whitehall, London.

And notice is also hereby further given, that

on and after the 23rd day of December next, printed copies of the proposed provisional order will be furnished to all persons applying for the same, at the price of 1s. each, by the Solicitors and Parliamentary Agents for the said promoters, at their offices as under-mentioned, and at the office of the Company at Llandudno, in the county of Carnarvon.

Dated this 16th day of November, 1875.

*Corse, Fowler, and Perks, Solicitors, 147, Leadenhall-street, London.*

*T. and V. Baines, Parliamentary Agents, 3, Storey's-gate, Westminster.*

Board of Trade.—Session 1876.

Wisbech Water.

(Application to Board of Trade, under "Gas and Water Works Facilities Act, 1870, for Provisional Order authorising the raising of Additional Capital; Arrangement of Capital; Amendment of Act.)

NOTICE is hereby given, that the Wisbech Waterworks Company (hereinafter referred to as "the Company") are about to apply to the Board of Trade, under "The Gas and Water Works Facilities Act, 1870," for a Provisional Order, to be confirmed by Parliament in the ensuing session, for the following, or some of the following, among other purposes (that is to say):—

To authorise the Company to raise additional capital for the purposes of their undertaking, by the creation and issue of new shares and stock, and by borrowing on mortgage, and by the creation and issue of debenture stock, or by some of such means; and to attach to such new shares or stock, or some of them, or some part thereof, preference or priority in the payment of dividend and other rights and privileges.

To authorise the transfer by the Company to capital account of moneys chargeable thereto which have been paid out of the revenue of the Company, and to make provisions with respect to the capital of the Company.

To amend so far as may be necessary for the purposes of the Order, the Wisbech Water Works Act, 1864, and any other Act relating to the Company, and to confer on the Company all necessary powers for the carrying into effect the objects of the Provisional Order, and to vary and extinguish existing and confer other rights and privileges.

And notice is hereby given, that a copy of this advertisement will, on or before the 30th of this November instant, be deposited at the office of the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office at Wisbech, and with the Clerk of the Peace for the County of Norfolk, at his office in the city of Norwich, and with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge, and also at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that printed copies of the Draft Provisional Order can, on and after the 23rd day of December next, be obtained at the office of Messrs. Dawbarn and Wise, Solicitors, March, Cambridgeshire, or of Messrs. Dyson and Co., No. 24, Parliament-street, Westminster, on payment of sixpence for each copy; and all persons desirous of making to the said Board of Trade any representation, or of bringing before that Board any objection respecting the said intended application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the said Board on or

before the 15th day of January next, and that copies of such objections must, at the same time, be also sent to the Secretary or Solicitors of the Company.

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

Dated this 3th day of November, 1875.

*Dawbarn and Wise, Solicitors, March.*

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

In Parliament.—Session 1876.

Bodmin and Wadebridge and Delabole Railway.

(Extension of Time for Purchase of Lands and Completion of Works; Amendment of Acts.) NOTICE is hereby given, that the Bodmin and Wadebridge and Delabole Railway Company intend to apply to Parliament in the ensuing Session, for leave to bring in a Bill for the following purposes (that is to say):—

To extend the period limited by "The Bodmin and Wadebridge and Delabole Railway Act, 1873," for the compulsory purchase of lands and houses required for the purposes of the railway first described in Section 5 of that Act, and by that Act authorised, and also to extend the period limited by the said Act for the completion of the said railway.

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

To alter, amend, extend, 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 Bodmin and Wadebridge and Delabole Railway Act, 1873," and "The Bodmin and Wadebridge Railway (Deviations) Act, 1874."

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

Dated the 12th day of November, 1875.

*Cope, Rose, and Pearson, 26, Great George-street, Westminster, Solicitors for the Bill.*

In Parliament.—Session 1876.

Chesterfield Water Works and Gas Light Company.

(Additional Works; Additional Capital; Amendment of Acts.)

THE Chesterfield Water Works and Gas Light Company (hereinafter called "the Company") intend to apply to Parliament in the next Session thereof, for leave to bring in a Bill for the following or some of the following, among other purposes:—

1. To enable the Company to construct the following works, namely:—

(a.) An aqueduct or conduit commencing by a junction with an existing conduit of the Company in the Parish of Brampton, where the same crosses a bridge-road leading from Cutthorpe to Ashgate, in lands belonging to Mr. John Brown, and in the occupation of Mr. Thomas Sutcliffe, and thence through the several parishes, townships, or places of Brampton, Newbold, Dunston, and Whittington, and terminating at Drone Bridge, in the Parish of Whittington.

(b.) An aqueduct or conduit in the Parish of Brimington, commencing by a junction with an existing conduit of the Company, at a point near the Three Horse Shoes Public House, and terminating at the northern extremity of New Brimington, in a field adjoining the Chesterfield Canal, and near the boundary between the Parishes of Brimington and Staveley. All the above-named places are in Derbyshire.

2. To enable the Company to purchase by compulsion or agreement for the purpose of their Waterworks, certain additional lands on the east side of the Club Mill Service Reservoir of the Company in the said Township of Newbold, and also to authorise the use by the Company for the purpose of their Gas Works, of the land now owned and occupied by them for that purpose in the said Township of Newbold and Parish of Chesterfield, and in the said Parish of Brampton, and to authorise the storing of Gas upon the said land and the manufacture thereon of residual products.

3. To enable the Company to manufacture, sell, and let on hire Gas fittings and Water fittings, and apparatus for the purpose of the Gas and Water supplied by them.

4. To enable the Company to raise for the purposes of the Bill and of their authorised undertaking, an additional sum by shares and by loan, and to attach to any such shares any preference or priority of interest or dividend over the existing capital of the Company, or any other advantage which the Bill may define.

5. To enable the Company to enter upon and purchase by compulsion or agreement, and to use any lands and hereditaments and any easements in and over lands for the purposes of the Bill or for the general purposes of their undertaking; and the Bill will vary or extinguish all existing rights and privileges which may interfere with its objects, and will enable the Company to stop up, alter, or divert, temporarily or permanently, and to construct works under and upon turnpike roads, railways, highways, bridges, watercourses, and works of every description, and to levy rates, rents or charges for the supply of water and gas, and will confer other rights and privileges.

6. To enable the Company to sell, demise, or otherwise dispose of, any lands belonging to them, and which are no longer required for the purposes of their undertaking, notwithstanding that such lands may not come within the definition of "superfluous lands" according to Sections 127 to 132, both inclusive of "The Lands Clauses Consolidation Act, 1845."

7. The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Gas Works Clauses Act, 1871," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary use and occupation of land.

8. The Bill will so far as may be necessary or expedient for the purposes thereof, repeal, alter, or amend the powers and provisions of the following and of any other Acts relating to the Company, or extend those powers and provisions to the objects of the Bill, viz: 18 Vic. cap. 29 (1855); 28 and 29 Vic. cap. 36 (1865); and 34 and 35 Vic. cap. 118 (1871), and especially will amend the 25th section of the said Act of 1865, with respect to the basis upon which the water rates or rents are to be calculated, and will enable the Company to make further regulations for preventing the waste or

pollution of water, or the Bill will itself contain provisions for that purpose.

9. On or before the 30th day of November instant, duplicate plans showing the line or situation of the intended aqueducts and works, and the land and property in or through which the same will be made, and duplicate plans of the lands to be taken under the powers of the Bill, duplicate sections showing the levels of the proposed Works, a Book of Reference to such plans containing the names of the Owners and Lessees, or reputed Owners and Lessees, and occupiers of such lands and property, and also a copy of this Notice, will be deposited at the office of the Clerk of the Peace for Derbyshire at Derby; and with the Parish Clerks of Chesterfield, Brampton, Whittington, and Brimington, and of St. Thomas, Brampton, and St. John the Evangelist, Newbold, at their respective residences.

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

Dated this 12th day of November, 1875.

*Shipton and Hallowell*, Solicitors, Chesterfield.

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

In Parliament—Session 1876.

Manchester and Milford Railway Company.  
(Extension of Time for Compulsory Purchase of Lands and Completion of the Company's authorized Branch to Devil's Bridge; Amendment of Acts.)

NOTICE is hereby given, by the Manchester and Milford Railway Company, that they intend to apply to Parliament next session for an Act to extend the time limited by "The Manchester and Milford Railway (Devil's Bridge Branch) Act, 1873," for the purchase of land for the branch railway, and for the station at Aberystwyth thereby authorized, and also for completion of the said branch railway; and for such purposes the intended Act will alter, amend, extend, enlarge, or repeal all or some of the provisions of the said Act of 1873, and of any other Act relating to the Manchester and Milford Railway Company.

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

Dated this 6th day of November, 1875.

*G. E. Forster*, 3, Verulam-buildings, Gray's-inn, London.

*William Bell*, 27, Great George-street, Westminster.

In Parliament—Session 1876.

Royal Albert Hall.

(Provision for maintenance of Hall by establishment of an annual charge on the Members in respect of their Seats, with right to commute such payments for a sum in gross, and to confirm Charter.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to make better provision for the maintenance of the Royal Albert Hall; and for that purpose to charge the members or holders of seats in the said hall with the payment of an annual sum in respect of each seat held by them respectively, and to make provision for enforcing payment of such annual sums, and for the commutation of any such annual payments at the option of the holders of seats for a sum in

gross, and for the establishment of an endowment fund, and for the keeping of accounts, and for the appointment of trustees to see to the proper administration of the funds received under the powers of the Act. And to alter, so far as may be necessary for the purposes of the Act, the provision of the Royal Charter, under the Great Seal of the United Kingdom, dated the 8th day of April, in the 30th year of the reign of Her present Majesty (1867), whereby the Corporation of the Hall of Arts and Sciences was incorporated, and to confirm the said charter.

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 16th November, 1875.

*Burchells*, 5, Broad Sanctuary, Westminster, Solicitors for the Bill.

In Parliament—Session 1876.

South Metropolitan Gas Light and Coke Company.

(Increase of Capital; Sliding Scale for Dividend; Power to Amalgamate; Amendment of Acts.)

**T**HE South Metropolitan Gas Light and Coke Company (who are 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 the following, among other purposes:—

1. To amend, extend, vary, or repeal certain of provisions of the Acts relating to the Company, viz., 5 Vic. (sess. 2), cap. 79, and 32 and 33 Vic., cap. 130, and especially the provisions of the said Acts relating to the penalties recoverable from the Company with respect to the illuminating power or purity of their gas, and relating to the mode of testing such power and purity.
2. To increase the capital of the Company by shares or stock and by borrowing, and to enable the Company to attach to any shares or stock created by them any preferential dividend or other advantage which the Bill may define.
3. To alter and define the right of voting by the shareholders of the Company, the method of voting by proxy at the meetings of the Company, and the qualification of directors of the Company.
4. To enable the Company to regulate the dividends upon their share-capital by the price charged by them from time to time for the gas supplied by them; subject, nevertheless, to the fixing of a standard price for such supply, and to make provision with respect to any Reserve or Insurance Fund accumulated or to be accumulated by the Company, and with respect to the formation, amount, maintenance, and application of such Fund or Funds, and to confer and vary other rights and privileges.
5. To enable the Company to amalgamate with any other Gas Company, and for that purpose to extend and apply to the Company the provisions of the "The City of London Gas Act, 1868," with respect to amalgamation, or to make such other provision with respect to amalgamation as the Bill shall define.

Private 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 17th day of November, 1875.

*Dyson and Co.*, 24, Parliament-street, S.W., Parliamentary Agents.

In Parliament.—Session 1876.

Llanfyllin and Llangynog Railway.  
(Abandonment of Undertaking; Release of Deposit; Dissolution of Company; Amendment or Repeal of Act).

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

To authorise and require the Llanfyllin and Llangynog Railway Company (hereinafter called the Company) to abandon and relinquish the construction of the railway and works authorised to be made by "The Llanfyllin and Llangynog Railway Act, 1873;" to repeal all or some of the clauses and provisions of the said Act; to release the Company from all liabilities, penalties, or obligations for the non-completion thereof; to declare null and void all contracts, agreements, or arrangements entered into by or on behalf of the Company with reference thereto; to provide for the payment out of Court of the moneys now in the Court of Chancery as security for the completion of the said Railway, with any interest or dividends which have accrued, or may accrue, on the said deposit, or any part thereof; to authorise the distribution of the assets, the winding-up of the affairs, and the dissolution of the Company.

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

And notice is hereby further given that 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 1st day of November, 1875.

*W. A. Pughe*, Llanfyllin, Solicitor to the Bill.

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

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Christon Bank Colliery Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company, subject to the supervision of the Chancery Division of the High Court of Justice, was, on the 17th day of November, 1875, presented to the High Court of Justice by John Thomas Taylor of Grainger-street, Newcastle-upon-Tyne, Merchant, Charles James Bruce, Cattle Salesman, Robert William Bell, Merchant, and John Martin Winter, Accountant, all of Newcastle-upon-Tyne, and that the said petition is directed to be heard before the Vice-Chancellor Sir Charles Hall, on the 3rd day of December, 1875; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated this 22nd day of November, 1875.

*Pyke, Irving, and Pyke*, 43, Lincoln's-inn-fields, London; Agents for

*J. G. and J. E. Joel*, of Newcastle-upon-Tyne, Solicitors for the Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Court Grange Silver Lead Mines Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by Her Majesty's High Court of Justice was, on the 17th day of November, 1875, presented to the said Court by Charles Ogle Rogers, of 1, Winchester House, Old Broad-street, in the city of London, Merchant, a creditor of the said Company, and that the said petition is directed to be heard before the Vice-Chancellor Sir Richard Malins on the 3rd day of December, 1875; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

*Reed and Lovell*, 1, Guildhall-chambers, City, London, Solicitors for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Carmarthenshire Anthracite Coal and Iron Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by or under the supervision of the Court was, on the 22nd day of November, 1875, presented to Her Majesty's High Court of Justice by James Bird and Edward Bird, carrying on business in partnership as Merchants at No. 2, Laurence Pountney-hill, in the city of London, under the style or firm of William Bird and Company, creditors of the said Company; and that the said petition is directed to be heard before the Master of the Rolls, on the 4th day of December, 1875; 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 by or under the supervision of the Court, under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.

*Walters and Gush*, 3, Finsbury-circus, London, Solicitors for the Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the North Yorkshire Iron Company Limited.

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company by the High Court of Justice, Chancery Division, was, on the 20th day of November, 1875, presented to the Lord Chancellor by John Thomas Johnson and William Edmund Johnson, of the Waterloo Works, Ridgacre, West Bromwich, in the county of Stafford, Ironmasters, trading in copartnership under the style or firm of the Ridgacre Foundry Company, creditors of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor the Honourable Sir Charles Hall, on Friday, the 3rd day of December, 1875; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up 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 peti-

tion will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.

*Duignan and Smiles*, of 15, Bedford-row, London, Solicitors; Agents for *Duignan, Lewis, and Williams*, of Walsall, in the county of Stafford, Solicitors for the Petitioners.

In the Matter of the People's Garden Company Limited, and in the Matter of the Companies Acts, 1862 and 1867.

**B**Y an Order made by the Master of the Rolls in the above matter, dated the 13th day of November, 1875, on the petition of Christopher Foster, of 50, Fitzroy-road, Regent's Park, in the county of Middlesex, Gentleman, the Trustee of the property of William Robert Warner, a bankrupt, and a creditor of the above-named Company, it was ordered that the said People's Garden Company Limited be wound up by the Court under the provisions of the Companies Acts, 1862 and 1867; and it was ordered that the costs of the petitioner and respondents of and relating to the said Petition, and the costs of the petitioner of the application to the Common Pleas Division to stay proceedings in the action of "Kingchurch and others v. the People's Garden Company Limited," be allowed out of the assets of the said Company, such costs to be taxed by the Taxing Master.—Dated this 22nd day of November, 1875.

*Digby and Liddle*, of 1, Circus-place, Finsbury-circus, in the city of London, Solicitors for the said Petitioner.

In the High Court of Justice.—Chancery Division. In the Matter of the United Bituminous Collieries Company Limited, and in the Matter of the Companies Acts, 1862 and 1867.

**B**Y an Order made by the Vice-Chancellor Sir James Bacon in the above matter, dated the 13th day of November, 1875, on the petition of Croker Pennell and John Dawson, contributories of the above-named Company, it was ordered that the said United Bituminous Collieries Company Limited be wound up under the provisions of the Companies Acts, 1862 and 1867.

*Fredk. Wm. Snell*, No. 1, George-street, Mansion House, London, Solicitor to the Petitioner.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Surrey Gardens Limited.

**B**Y an Order made by the Vice-Chancellor Sir Charles Hall in the above matter, dated the 15th day of November, 1875, on the petition of Jabez Tuck, of No. 6, Union-court, Old Broad-street, in the city of London, Stationer, a creditor of the above-named Company, it was ordered that the said Surrey Gardens Limited should be wound up by the Court under the provisions of the Companies Acts, 1862 and 1867.

*Geo. A. Haynes*, Solicitor for the Petitioner, Moira-chambers, 17, Ironmonger-lane, City, and 113, Bow-road, E.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the Port of London Wharfage and Warehouses Company Limited.

**B**Y an Order made by the Vice-Chancellor Malins in the above matters, dated the 12th day of November, 1875, on the petition of

George Brewer, of No. 18, Harp-lane, in the city of London, Lighterman and Wharfinger, it was ordered that the voluntary winding up of the Port of London Wharfage and Warehouses Company Limited be continued, but subject to the supervision of this 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 be allowed their costs of and relating to the Petition-out of the assets of the said Company, such costs to be taxed by the Taxing Master.

*Edwd. M. Chubb*, 11, Pancras-lane, Queen-street, Cheapside, London, Petitioner's Solicitor.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867; and in the Matter of the British, Colonial, and Foreign Property Insurance Corporation Limited.

**N**OTICE is hereby given, that the Master of the Rolls has fixed the 1st day of December, 1875, at eleven o'clock in the forenoon; at his chambers, in the Rolls-yard, Chancery-lane, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1875.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of Brannon's Patent Fireproof, Sanitary, and Permanent Works Company Limited.

**N**OTICE is hereby given, that the Master of the Rolls has fixed the 3rd day of December, 1875, at eleven of the clock in the forenoon, at his chambers, in the Rolls-yard, Chancery-lane, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1875.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the T. Oakes Condliff Beer and Aerated Water Company 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.

**N**OTICE is hereby given, that a petition for the winding up of the above Company by the Court of Chancery of the County Palatine of Lancaster was, on the 20th day of November, 1875, presented to the Right Honourable the Chancellor of the Duchy and County Palatine of Lancaster, by George Hazell, of No. 11, James-street, Cloughton, Birkenhead, in the county of Chester, Mariner, a contributory of the said Company; and that the said petition is directed to be heard before the Vice-Chancellor, at the next sittings of the Court, within the county palatine, to be holden at St. George's Hall, Liverpool, on Wednesday, the 1st day of December, 1875; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be

furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated the 20th day of November, 1875.

*Thomas Etty*, of 22, Lord-street, Liverpool, Solicitor for the Petitioner.

#### NAVY CONTRACTS FOR FRESH BEEF.

Contract Department; Admiralty, Whitehall, November 8, 1875.

**T**ENDERS, addressed to the Director of Contracts, Admiralty, Whitehall, S.W., will be received until two o'clock, on Wednesday, 1st December, 1875, for the supply of

#### FRESH BEEF,

at the following places, for six calendar months from the 1st January next.

#### ENGLAND.

Chatham; Cowes; Dartmouth; Deal, and in the Downs; Dover; Falmouth; Gravesend; Harwich; Holyhead; Hull, Hawke Roads, and in the Humber; Jersey; Liverpool; London Bridge to Woolwich, inclusive; Milford Haven, Pembroke, and Pater; Netley; Newhaven; Penzance; Plymouth (Oxen); Portland, and in Portland Roads; Portsmouth (Oxen); Ramsgate; Rock Ferry; Sheerness (Oxen); Shields, North; Sunderland; Yarmouth, N.

#### SCOTLAND.

Aberdeen; Cromarty; Granton; Greenock; Inverness; Lerwick; Oban; Queensferry; Rothesay; Stornoway; Wick.

#### IRELAND.

Bantry; Belmullet; Carrickfergus; Castletown (Berehaven); Foynes; Galway; Killybegs; Kingstown and Dublin; Lough Foyle; Lough Swilly; Moville; Queenstown and Kinsale; Rathmullen; Tarbert; Waterford; Youghal.

*Forms of tender,\* containing all particulars and full conditions of contract can be had on application, in writing or otherwise, to the Director of Contracts, Admiralty, Whitehall, S.W.*

*Their Lordships do not bind themselves to accept the lowest or any tender.*

\* Forms of Tender are as follows:—(1) For Oxen for Fresh Beef, at Portsmouth and Plymouth. (2) For Oxen for Fresh Beef, at Sheerness. (3) For Fresh Beef at Falmouth. (4) For Fresh Beef at Portland. (5) For Fresh Beef at all other places. Applications should state which Form is required.

In the Matter of the Companies Acts, 1862, and in the Matter of Henry Paterson Boyd and Company Limited,

**A**t a General Meeting of the Shareholders of this Company, duly convened in manner prescribed by the regulations of the Company, held at the Wolsingham Arms Inn, Walker, in the county of Northumberland, on the 18th day of August, 1875, it was proposed by John Brooks and seconded by Richard Cole,—

“That the resignation of Mr. John Hinchcliffe as Liquidator be accepted.”

*Proposed by Richard Cole and seconded by John Brooks,—*

“That Mr. William Dawson be appointed Liquidator.”

James Angus, Chairman.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Carmarthen-shire Anthracite Coal and Iron Company Limited.

**N**OTICE is hereby given, that by a Special Resolution passed at a Special General Meeting of the above-named Company, duly convened and held on Wednesday, the 13th day of October, 1875, at the registered offices of the Company, No. 2, Laurence Pountney-hill, in the city of London, and confirmed at another Special General Meeting of the Company, duly convened and held on Wednesday, the 3rd day of November, 1875, at the registered offices of the Company, No. 2, Laurence Pountney-hill aforesaid, it was resolved that the above-named Company be wound up voluntarily.—Dated this 12th day of November, 1875.

J. W. Johns, Chairman.

In the Matter of the Companies Acts, 1862 and 1867, and of Masters' Royal Crystal Palace Family Hotel Company Limited.

Voluntary Liquidation.

**T**HE creditors of the above-named Company are required, on or before the 31st day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Mr. William Chubb, of No. 14, South-square, Gray's-inn, in the county of Middlesex, 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 offices of Messrs. Deane, Chubb, and Co., No. 14, South-square, Gray's-inn, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Friday, the 14th day of January, 1876, at twelve o'clock at noon, at the said offices, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 20th day of November, 1875.

Deane, Chubb, and Co., 14, South-square, Gray's-inn, Solicitors for the Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the British Slate Company Limited.

**N**OTICE is hereby given, that a General Meeting of the above-named Company will be held on Friday, the 24th day of December, 1875, at one o'clock in the afternoon, at the offices of the said Company, No. 5, Sherborne-lane, in the city of London, for the purpose of receiving and auditing the Liquidators' accounts, which will be laid before the meeting, and hearing any explanation that may be given by the Liquidators, and for closing the liquidation, discharging the Liquidators, and dissolving the Company.—Dated this 22nd day of November, 1875.

W. Crosbie,  
John A. L. Barnard, } Liquidators.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Carnarvon and Bangor Slate Company Limited, now called the Talysarn Slate Company Limited,

**N**OTICE is hereby given, that a General Meeting of the above-named Company will be held on Friday, the 24th day of December, 1875, at half-past twelve o'clock in the afternoon, at the offices of the said Company, No. 5, Sherborne-lane, in the city of London, for the purpose of receiving and auditing the Liquidators'

accounts, which will be laid before the meeting, and hearing any explanation that may be given by the Liquidators, and for closing the liquidation, discharging the Liquidators, and dissolving the Company.—Dated this 22nd day of November, 1875.

John Robinson,  
John A. L. Barnard, } Liquidators.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Freehold Estates Company Limited.

**N**OTICE is hereby given, that a General Meeting of the above-named Company will be held on Friday, the 24th day of December, 1875, at twelve o'clock at noon, at the offices of the said Company, No. 5, Sherborne-lane, in the city of London, for the purpose of receiving and auditing the Liquidators' accounts, which will be laid before the meeting, and hearing any explanation that may be given by the Liquidators, and for closing the liquidation, discharging the Liquidators, and dissolving the Company.—Dated this 22nd day of November, 1875.

James Augustus Tawell,  
John A. L. Barnard, } Liquidators.

The Batley Public Bath Company Limited.

**N**OTICE is hereby given, that a Special General Meeting of the Members in this Company will be held on Thursday, the 30th day of December, 1875, at six o'clock in the afternoon, at the Station Hotel, in Batley, in the county of York, for the purpose of having the final accounts of the Liquidator laid before them in accordance with the Companies' Act, 1862, chapter 89, section 142.—Dated the 20th day of November, 1875.

Joseph Hebblethwaite, Liquidator.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Alfred Borwick, August Gottlieb Meissner, and Frederic William Harris, carrying on business under the style or firm of Frederic William Harris, as Merchants, at No. 10, St. Helen's-place, London, is this day dissolved by mutual consent, the said Frederic William Harris will receive and discharge the assets and liabilities of the late firm.—Dated the 19th day of November, 1875.

Alfred Borwick.  
Aug. G. Meissner.  
Frederic W. Harris.

**N**OTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Alfred Borwick, August Gottlieb Meissner, and Frederic William Harris carrying on business under the styles or firms of James Bischoff and Sons, and Alfred Borwick and Co., at No. 10, St. Helen's-place, London, as Insurance Brokers and Merchants, is this day dissolved by mutual consent; so far as regards the said Frederic William Harris, who retires from the said firms, as from this date. The businesses of James Bischoff and Sons, and Alfred Borwick and Co., will be continued under the same styles as heretofore, by the said Alfred Borwick and August Gottlieb Meissner, who will receive and discharge all assets and liabilities of the late partnership.—Dated the 19th day of November, 1875.

Alfred Borwick.  
Aug. G. Meissner.  
Frederic W. Harris.

**N**OTICE is hereby given, that the Partnership heretofore carried on by us the undersigned, John Burgess, John Hackett Goddard, William Burgess, and John Wilson Burgess, at New York, in the United States of America, under the style or firm of Burgess and Goddard, and at Longton, in the county of Stafford, England, under the style or firm of Goddard and Burgess, was dissolved, by mutual consent, on and after the 1st day of October, 1875; and that the business of the said copartnership will for the future be carried on under the same styles or firms at New York and Longton aforesaid, by the said John Hackett Goddard, William Burgess, and John Wilson Burgess, who are empowered to discharge and settle all liabilities and debts due to and by the said copartnership concern.—Dated this 27th day of October, 1875.

John Burgess. John Wilson Burgess.  
Wm. Burgess. John H. Goddard.

NOTICE is hereby given, that the Partnership which has for some time past been carried on by us the undersigned, Peter Jackson and William Jackson, under the firm of Jackson Brothers, at Wigan, in the county of Lancaster, in the trade or business of Tallow Chandlers, was this day dissolved by mutual consent; and that all debts due by the said firm of Jackson Brothers, will be paid by the said Peter Jackson; and all accounts owing to the said firm are to be paid to the said Peter Jackson, by whom the said business will in future be carried on alone.—As witness our hands the 6th day of November, 1875.

*Peter Jackson.*  
*William Jackson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us, the undersigned, Aaron Vandyke and Richard Brown, under the style or firm of Vandyke and Brown, as Photographers, at Liverpool, in the county of Lancaster, has this day been dissolved by mutual consent.—Dated this 19th day of November, 1875.

*A. Vandyke.*  
*Richard Brown.*

NOTICE is hereby given, that the Partnership lately subsisting between William Austin Shorter and Arthur Shorter, as China Dealers, in Greengate-street, Stafford, and carried on there under the firm of Arthur Shorter, was dissolved on the 30th day of September, 1875, and the said William Austin Shorter will in future carry on the business in his own name, and will receive and pay all debts due to or from the late firm.—Dated this 17th day of November, 1875.

*Arthur Shorter.*  
*William A. Shorter.*

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, Edward Aylett and George Smith, in the business of Auctioneers, Estate Agents, and Valuers, carried on by us under the style of Aylett and Smith, at 44, Museum-street, Oxford-street, has this day been dissolved by mutual consent.—Dated this 16th day of November, 1875.

*Edward Aylett.*  
*George Smith.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Newton, Henry Newton, and Zachariah West Cox, carrying on business under the firm of Newton and Cox, at Colton, near Rugeley, in the county of Stafford, as Cement and Plaster Manufacturers, has been this day dissolved by mutual consent. All debts owing to and by the said firm will be received and paid by the said Henry Newton and Zachariah West Cox, who will continue to carry on the said business.—Dated this 18th day of November, 1875.

*William Newton.*  
*Henry Newton.*  
*Zachariah West Cox.*

NOTICE is hereby given, that the Partnership heretofore subsisting and carried on by the undersigned, John Loverock Tunstall, Thomas Tunstall, and Thomas Wilde, of Bow-lane, in the city of Manchester, Yarn Agents, under the style or firm of Tunstall, Wilde, and Co., was, on the 6th day of November instant, dissolved by mutual consent. The business will be carried on by T. Wilde and Co., who will receive and pay all debts due to and owing by the said firm of Tunstall, Wilde, and Co.—Dated this 17th day of November, 1875.

*John L. Tunstall.*  
*Thomas Tunstall.*  
*Thomas Wilde.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Nathaniel Kemp and James Stanley, carrying on business at Hyde, in the county of Chester, as Hat-Manufacturers, under the style or firm of Kemp and Stanley, was this day dissolved by mutual consent. All debts due and owing to and by the said late firm will be received and paid by the said Nathaniel Kemp.—Dated this 6th day of November, 1875.

*James Stanley.*  
the  
*Nathaniel X Kemp.*  
Mark of

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Robert Bevan Barker and John Mathias Barker, carrying on business as Farmers, under the style or firm of Barker Brothers, at Arncliffe, in the county of Westmorland, has this day been dissolved by mutual consent.—Dated this 16th day of November, 1875.

*Robert Bevan Barker.*  
*John Mathias Barker.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, as Printers, Stationers and Bookbinders, at 195, High-street, Dudley, under the style or firm of Tanfield and Orchard, has this day been dissolved by mutual consent. All accounts due to the said firm and all debts owing by the said firm will be received and paid by the undersigned Doylah Tanfield, who will in the future carrying on the business.—Dated this 19th of November, 1875.

*Doylah Tanfield.*  
*William Orchard.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Wilde and George Wilde, carrying on business as Coal Merchants, at the Midland Railway Goods Station, Leeds, has been dissolved by mutual consent.—Dated this 8th day of November, 1875.

*Joseph Wilde.*  
*George Wilde.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Fanning, Frederick Fanning, Thomas James Nankivell, Frederick Close Griffiths, and Charles Cecil Griffiths, trading as Merchants, under the style or firms of Fanning, Griffiths, and Company in Sydney, of Fanning Nankivell, and Company in Melbourne, of Fanning and Company at Adelaide, and of William Fanning and Company in London, at 9, Old Jewry-chambers, has been this day dissolved by mutual consent.—Dated this 30th day of June, 1875.

*Wm. Fanning.*  
*Fred. Fanning.*  
*T. J. Nankivell.*  
*F. C. Griffiths.*  
*C. Cecil Griffiths.*

NOTICE is hereby given, that the Partnership which has heretofore existed between the undersigned, James Parkinson and Thomas Crompton Wolstenholme, trading under the style of Parkinson and Wolstenholme, as Cabinet Makers and Upholsterers, at Nelson-square and Johnson-street, Bolton, in the county of Lancaster, was dissolved, by mutual consent, on the 28th day of October last. All debts due to and owing by the said firm will be received and paid by Mr. F. W. Briscoe, Accountant, Bradford-buildings, Mawdsley-street, Bolton aforesaid. The business will in future be carried on by the said James Parkinson.—Dated this 10th day of November, 1875.

*James Parkinson.*  
*Thomas Crompton Wolstenholme.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Henry Verity and Joseph Gardiner, in the business of Tanners, carried on at Conisbrough, in the county of York, under the style or firm of the Conisbrough Tanning Company, has been this day dissolved, by mutual consent, as from the 10th day of November now instant; and that the business will in future be carried on by the said Charles Henry Verity, on his own account. All debts due to or from the said partnership will be received and paid by the said Charles Henry Verity.—As witness our hands this 18th day of November, 1875.

*Charles Henry Verity.*  
*Josh. Gardiner.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Arthur Wiffen and Calverley Bewick Brown, carrying on business at Stansted Mountfitchett, in the county of Essex, as Brewers and Corn and Coal Merchants, under the firm of Wiffen and Brown, has this day been dissolved by mutual consent.—Dated this 18th day of November, 1875.

*A. Wiffen.*  
*Calverley B. Brown.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, James Forrest and Firth Wilby, in the business of Bone Merchants, at Bradford, in the county of York, has this day been dissolved.—Dated this 19th day of November, 1875.

*James Forrest.*  
his  
*Firth X Wilby,*  
Mark.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Smith and John Hutchinson, carrying on business at Hebburn, in the county of Durham, as Railway Contractors, under the style or firm of Smith and Hutchinson, has this day been dissolved by mutual consent. All debts due to or owing by the said firm will be received and paid by the said John Hutchinson.—Dated this 17th day of November, 1875.

*James Smith.*  
*John Hutchinson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Thomas Pearson and Marshall Henry Pearson, of Leeds, in the county of York, Machine Manufacturers, under the style or firm of Pearson and Co., was dissolved on the 4th day of October instant; and notice is hereby further given, that all debts due to and owing by the said firm will be received and paid by the said Marshall Henry Pearson, by whom the said business will henceforth be carried on.—Dated this 5th day of October, 1875.

*Joseph Thos. Pearson.  
Marshall Henry Pearson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Smith and George Smith, both of the city of Chesters Brewers, Maltsters, Wine and Spirit Merchants, and Publicans, formerly carrying on business under the name, style, or firm of Smith Brothers, was, on the 31st day of August last, dissolved by mutual consent. All debts due to and from the said firm in respect of the Wine and Spirit Stores will be received and paid by the said Thomas Smith, and in respect of the Brewery business by the said George Smith, by whom the said Brewery business will in future be carried on.—Dated this 20th day of November, 1875.

*Thomas Smith.  
George Smith.*

NOTICE is hereby given, that the Partnership heretofore subsisting between Charles Edwin Rhodes, Thomas Rhodes, and William Rhodes, as Contractors and Builders, at Shipley, in the parish of Bradford, in the county of York, under the firm of Rhodes Brothers, is this day dissolved by mutual consent, so far as regards Charles Edwin Rhodes. All debts due to or by the firm will be received and paid by the said Thomas Rhodes and William Rhodes alone, who will continue to carry on business under the firm of Rhodes Brothers.—Dated the 17th day of November, 1875.

*C. E. Rhodes.  
Thomas Rhodes.  
William Rhodes.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Jonathan Ambrose Druce and Henry Brook, both of the London Central Markets (heretofore known as the Metropolitan Meat Market), West Smithfield, in the city of London, Meat Salesmen, has been this day dissolved by mutual consent. All debts due to and by the late partnership will be received and paid by the said Jonathan Ambrose Druce.—Dated this 18th day of November, 1875.

*J. A. Druce.  
Henry Brook.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Jones and John Farmer Powell, in the trade or business of Grocers, Drapers, and General Shopkeepers, at Usk, in the county of Monmouth, has been this day dissolved by mutual consent.—Dated this 10th day of November, 1875.

*James Jones.  
John Farmer Powell.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Fellingham and Edward Fellingham, carrying on the business of a Carman and Contractor, at No. 3, Wormwood-street, in the city of London, has been this day dissolved by mutual consent. All debts due to or by the said late partnership will be received and paid by the said Edward Fellingham.—Dated this 18th day of November, 1875.

*Henry Fellingham.  
Edward Fellingham.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, James Lanyon and Robert Cressy, carrying on business at Manchester, as General Warehousemen, was dissolved as and from the 16th day of October last, by mutual consent. All debts owing to and by the said partnership will be received and paid by the said James Lanyon, who will on his own account continue the business under the style or firm of Lanyon and Company.—As witness our hands this 19th day of November, 1875.

*Jas. Lanyon.  
Robert Cressy.*

NOTICE is hereby given, that the Partnership hitherto subsisting between the undersigned, Edward Pearce Watkins and James Saville, at No. 3, Saint Paul's-street, Leeds, as Teazle Merchants, under the style of T. B. Cornock and Co., is this day dissolved by mutual consent. All debts of the concern will be received and paid by the said Edward Pearce Watkins.—Dated this 22nd day of November, 1875.

*Edward Pearce Watkins.  
J. Saville.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Turner, Annie Williams, and Samuel Oakes, carrying on business as Earthenware Manufacturers, in Albert-street, Burslem, in the county of Stafford, under the several names or styles of Williams, Turner, and Company, and Williams and Oakes, has been this day dissolved by mutual consent; the said business will henceforth be carried on by the said Samuel Oakes.—Dated this 14th day of October, 1875.

*James Turner.  
Annie Williams.  
Saml. Oakes.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Aston and Reuben Cluett, at Tarporley, in the county of Chester, as Druggists and Grocers, under the style or firm of Aston and Cluett, was this day dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said Reuben Cluett, who will in future carry on the said business on his own account.—Dated this 13th day of November, 1875.

*William Aston.  
Reuben Cluett.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Watkin Samuel and John Samuel, carrying on business in copartnership at Liverpool, in the county of Lancaster, as Carriers and Leather Merchants, under the firm of Watkin and John Samuel, was dissolved by mutual consent on the 30th day of June last. All debts due to and owing by the late partnership will be received and paid by the said John Samuel.—Dated this 16th day of November, 1875.

*Watkin Samuel.  
John Samuel.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Roberts and Robert Scaife, carrying on business at 13, Dean-street, in the borough and county of Newcastle-upon Tyne, and at Post Office-buildings, Middlesborough, in the county of York, as Coal, Coke, and Iron Merchants, under the style or firm of Roberts and Scaife, has this day been dissolved by mutual consent. All debts due to and owing by the said firm will be received and paid by the said John Roberts.—Dated this 17th day of November, 1875.

*John Roberts.  
R. Scaife.*

NOTICE is hereby given, that the Partnership hitherto existing between us the undersigned, John Dawbarn and Samuel Fisher, trading under the style of Dawbarn and Fisher, at No. 8, Bury-court, Saint Mary Axe, in the city of London, in the trades or businesses of Carriers and Leather Merchants, was from the 17th day of November, 1875, dissolved by effluxion of time. And that the said trades or businesses of a Carrier and Leather Merchant will in future be carried on by the said John Dawbarn, at the premises above-mentioned, alone on his own private account. All debts and liabilities due to or owing from or by the late firm of Dawbarn and Fisher, will be received by and are to be paid by the said John Dawbarn.—Dated this 20th day of November, 1875.

*John Dawbarn.  
Saml. Fisher.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Walter Richard Ennals and James Bush Parnell, carrying on business as Wine and Spirit Merchants, at Saint Neots, in the county of Huntingdon, under the style or firm of Ennals and Parnell, is dissolved, by mutual consent, as from the 17th day of November, 1875. All debts due and owing to or by the said firm will be received and paid by the said Walter Richard Ennals, and the said Walter Richard Ennals will, from the said 17th day of November, 1875, continue the said business in his own name only.—Dated the 18th day of November, 1875.

*Walter Richard Ennals.  
James Bush Parnell.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Thomas Luke Stephenson and Thomas Charlesworth, under the firm of Stephenson and Charlesworth, at Barneley, in the county of York, in the trade or business of Painters and Paper Hangers, was this day dissolved by mutual consent, and in future the business will be carried on by the said Thomas Luke Stephenson on his separate account, and who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—As witness our hands this 20th day of November, 1875.

*Thos. Luke Stephenson.  
Thomas Charlesworth.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between the undersigned, Joseph Twibill and Robert Squire James, in the business of Engineers and Fuel Economizer Manufacturers, carried on at Tattor-street, Hulme, in the city of Manchester, under the style or firm of Joseph Twibill and Co., has been this day dissolved by mutual consent. All debts due and owing to and from the said late firm will be received and paid by the said Joseph Twibill, by whom the business will hereafter be carried on.—As witness our hands the 19th day of November, 1875.

*Joseph Twibill.*  
*R. S. James.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between us the undersigned, Frank White, William Edward White, and Halcomb Hill, carrying on business as Hosiers, at Loughborough and Leicester, both in the county of Leicester, under the style or firm of F. and W. E. White, is this day dissolved by mutual consent. All debts due to and from the said firm will be received and paid by the said Frank White and William Edward White, by whom the said business will in future be carried on.—Dated this 18th day of November, 1875.

*Frank White.*  
*Wm. E. White.*  
*Halcomb Hill.*

**NOTICE** is hereby given, that the Partnership heretofore subsisting between William Alltoft Summers and George Bowden Summers, of the borough of Kingston-upon-Hull, as Seed Crushers, under the style or firm of W. and G. Summers, has been this day dissolved by mutual consent.—As witness our hands this 19th day of November, 1875.

*William Alltoft Summers.*  
*George Bowden Summers.*

**NOTICE** is hereby given, that the Partnership lately subsisting between us the undersigned, Robert Turner and William Turner, of High-street, Hounslow, Middlesex, as Bakers, Flour Factors, Corn and Coal Merchants, and Seedsmen, under the name, style, or firm of Robert Turner and Sons, has been this day dissolved by mutual consent. The business will henceforward be carried on by the above named Robert Turner alone, under the same name or style as heretofore. All debts owing to the said partnership are to be received by the said Robert Turner. And all persons to whom the said partnership now stands indebted are requested to send in their respective accounts to the said Robert Turner, in order that the same may be examined and paid.—Dated this 15th day of November, 1875.

*Robert Turner.*  
*William Turner.*

Re **PHILIP WOODMAN**, Deceased.

Pursuant to the Act of Parliament 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees,"

**NOTICE** is hereby all given, that all persons having any claims or demands upon or against the estate of Philip Woodman, formerly of Whitechurch, in the county of Oxford, but late of Pangbourne, in the county of Berks, deceased (who died on the 23rd day of October, 1875, and whose will, with three codicils thereto, was proved on the 8th day of November, 1875, by Timotheus Brown, of Little Marlow, in the county of Buckingham, Dairyman, and Jeremiah Pepper, of Little Marlow aforesaid, Timber Dealer, the executors named in the said will), are hereby required to send the particulars, in writing, of their debts, claims, and demands to the said Timotheus Brown and Jeremiah Pepper, at my office, No. 90, Easton-street, High Wycombe, on or before the 31st day of December next, and that after such last-mentioned day the said executors will proceed to distribute the estate of the said deceased among the parties entitled thereto, having regard to the claims only of which they shall then have had notice.—Dated the 19th day of November, 1875.

**D. CLARKE**, Easton-street, High Wycombe, Solicitor to the said Executors.

**WILLIAM EVANS**, 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 William Evans, late of Rossett, in the parish of Gresford, in the county of Denbigh, Farmer and Shoemaker, deceased (who died on the 10th day of October, 1875, and whose will was proved by William Parker and Edward Roberts, the executors, at the District Registry at Saint Asaph in Her Majesty's High Court of Justice, on the 12th day of November, 1875), are hereby required to send particulars, in writing, of their debts, claims, or demands to the

said William Parker and Edward Roberts, or to me, the undersigned, their Solicitor, on or before the 31st day of January, 1876, after which day the said William Parker and Edward Roberts 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 he shall then have had notice; and that the said William Parker and Edward Roberts will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands he shall not then have had notice.—Dated this 18th day of November, 1875.

**JNO. JAMES**, Brynffynnon Offices, Wrexham, Solicitor for the said Executors.

**JOHN BROWN**, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, section 29.

**NOTICE** is hereby given, that all persons having any claims upon the estate of John Brown, late of Newcastle-upon-Tyne, Cutler, deceased (who died on the 24th day of April, 1875, and whose will was proved in the Newcastle District Registry of the Probate Court, on the 13th day of May, 1875, by Eliza Donaldson and Henry Alfred Donaldson, both now of Hanover-street, Sheffield, the executors therein named), are required to send to us, the undersigned, particulars of their claims, on or before the 31st day of December, 1875, at the expiration of such time the executors will distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims of which they shall then have notice.—Dated this 20th day of November, 1875.

**J. and R. S. WATSON**, 101, Pilgrim-street, Newcastle-upon-Tyne, Solicitors for the said Executors.

**MARGARET MURRAY**, 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 or other persons having any debts, claims, or demands against the estate of Margaret Murray, formerly of Edinburgh, and late of Thurloe Cottage, Thurloe-square, South Kensington, in the county of Middlesex, Spinster, deceased (who died on the 11th day of August, 1875, and letters of administration, with the will annexed, of whose estate and effects were granted to Isabella Trench, of No. 12, Salisbury-street, in the city of Edinburgh; Spinster, the lawful cousin-german of the deceased, on the 22nd day of October, 1875, by the Principal Registry of Her Majesty's Court of Probate) are hereby required to send the particulars, in writing, of their debts, claims, or demands to the subscriber, Andrew Beveridge, of 21, Abingdon-street, Westminster, in the county of Middlesex, Scotch Solicitor and Parliamentary Agent, on or before the 1st day of January, 1876, at the expiration of which time the said Isabella Trench will proceed to distribute the whole of the assets of the said testatrix amongst the persons entitled thereto, having regard only to the claims of which she shall then have had notice.—Dated this 20th day of November, 1875.

**AND. BEVERIDGE**, 21, Abingdon-street, Westminster, for the Administratrix.

**WILLIAM WOODCOCK**, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands upon or against or affecting the estate of William Woodcock, late of Tor Villa, St. John's-road, Brixton, in the county of Surrey, and 23, Abingdon-street, in the city of Westminster, formerly of No. 67, Bessborough-street, Pimlico, in the county of Middlesex, carrying on business under the style of the London Warming and Ventilating Company, Engineer, deceased (who died on the 15th day of August, 1874, and whose will was proved by Augustus Woodcock, of Tor Villa, St. John's-road aforesaid, and William Hugh Woodcock, of No. 25, Auckland-hill, Lower Norwood, in the said county of Surrey, Civil Engineer, sons of the said deceased, and Henry Charles Heath, of No. 163, Regent-street, in the said county of Middlesex, Artist, son-in-law of the said deceased, the executors thereof, on the 31st August, 1874, in the Principal Registry of Her Majesty's Court of Probate), are hereby required to send in the particulars of their claims or demands to the undersigned, on or before the 31st day of December, 1875, after which day the executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands they shall not then have had notice as aforesaid.—Dated the 19th day of November, 1875.

**BELL, CROWDER**, and **GREENFIELD**, 37 Queen Victoria-street, London, E.C.

**ELEANOR ANN FITZGERALD, Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of Eleanor Ann Fitzgerald, formerly of No. 42, Marchmont-street, and late of No. 13, Burton-street, Burton-crescent, both in the county of Middlesex, Widow, deceased (who died on the 19th day of October, 1875, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 12th day of November, 1875, by Albert Adolph, of 9, Bury-court, Saint Mary Axe, in the city of London, Merchant, and George Mason Turner, of 67, George-street, Portman-square, in the county of Middlesex, Accountant, the two executors therein named), are hereby required, on or before the 31st day of December next, to send in particulars of such claims or demands to us, the undersigned, 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 had notice; and the said executors will not afterwards be liable for the said assets, or any part thereof, so distributed to any person or persons of whose claims they shall not then have had notice.—Dated this 19th day of November, 1875.

YARDE and LOADER, 1, Raymond-buildings, Gray's-inn, London, Solicitors for the Executors.

**GEORGE WILLIAM PEEK, 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 upon or against the estate of George William Peek, late of No. 1, Water-lane, Homerton, in the county of Middlesex, Provision Merchant, deceased (who died on the 20th day of October, 1875, and to whose estate and effects letters of administration were, on the 12th day of November, 1875, granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, to Lavinia Peek, of 1, Water-lane aforesaid, the lawful Widow and relict of the said George William Peek, are hereby required to send in the particulars of their claims to me, the undersigned, Solicitor to the administratrix, on or before the 31st day of December next, at the expiration of which time the said administratrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to claims of which she shall then have had notice, and that the said administratrix will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 19th day of November, 1875.

JOS. WM. HARLING, 93, Fleet-street, E.C., Solicitor to the Administratrix.

**HARRIOTT SARAH BERRIMAN, commonly called HARRIOTT BERRIMAN, Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Vict., chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Harriott Sarah Berriman, commonly called Harriott Berriman, late of 165, Queen's-road, Peckham, in the county of Surrey, Widow, deceased (who died on or about the 9th day of December, 1874), and whose will and a codicil thereto was proved by Thomas Edward Webb, and me the undersigned, Richard Beldan, the executors therein named, on the 12th day of July, 1875, in the Principal Registry of Her Majesty's Court of Probate), are hereby required to send in the particulars of their claims and demands to me the undersigned, Richard Beldan, at 30, Bishopsgate-street, Without, London, E.C., on or before the 20th day of December, 1875. And notice is hereby also given, that after that day we, the said executors, will proceed to distribute the assets of the deceased among the persons entitled thereto, having regard only to the claims of which we, the said executors, shall then have notice, and that we will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim we shall not then have had notice.—Dated this 17th day of November, 1875.

RICHARD BELDAN, 30, Bishopsgate-street, Without, London, E.C., Solicitor.

**CHARLES FRITCHLEY, Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Charles Fritchley, late of the Dover

Castle, Sutton-street, Commercial-road East, Middlesex, Licensed Victualler (who died on the 11th day of October, 1875, and whose will was duly proved in Her Majesty's High Court of Justice (Probate Division, Principal Registry), on the 10th day of November, 1875, by James Blake, of Ponton Lodge, Sunbury, Middlesex, Gentleman, and Walter James Blake, of No. 27, Worship-street, Finsbury, Middlesex, Gentleman, the executors therein named), are hereby required to send particulars of their respective claims or demands to me, the undersigned, the Solicitor for the said executors, on or before the 1st day of January, 1876, after which day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims 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 or persons of whose claims or demands they shall not then have had notice.—Dated this 19th day of November, 1875.

CHAS. GEO. SCOTT, 4, College-street, Cannon-street, London, E.C., Solicitor for the said Executors.

**GEORGE CROUCH, Deceased.**

Pursuant to the Statute 22 and 23 Victoria, chapter 35.

**NOTICE** is hereby given, that all creditors and persons having any claims or demands upon the estate of George Crouch, formerly of Campton, but late of Shefford, both in the county of Bedford, Farmer, deceased (who died on the 16th day of December, 1874, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, in January, 1875, by his nephews, Edward Crouch, of Cainhoe, in the parish of Clophill, in the county of Bedford, and James Crouch, of Biggleswade, in the same county, his executors therein named), are hereby required to send to me, the undersigned, on behalf of the said executors, particulars, in writing, of their claims against the estate of the said deceased, on or before the 16th day of December next, at the expiration of which time the said executors will appropriate and proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall have then had notice, and such executors will not be liable to other claimants in respect of the amounts so distributed or appropriated.—Dated this 12th day of November, 1875.

ARTHUR S. WADE-GERY, Shefford, Beds, Solicitor.

**WILLIAM GOTLEY SMITH, Deceased.**

Pursuant to the statute 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all persons having any claim or demand upon or against the estate of William Gotley Smith, late of Rudgway, in the parish of Stapleton, in the county of Gloucester, Farmer, deceased (who died on the 22nd day of June, 1875, and whose will was proved in the District Registry at Bristol, of the Probate Division of Her Majesty's High Court of Justice, on the 10th day of November, 1875, by Charles Hoskins Low and William Perry, the executors therein named), are required to send in the particulars of such claims or demands to us, the undersigned, Messrs. Salt and Parnell, the Solicitors for the said executors, on or before the 21st 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 received notice; and the said executors will not be liable for all or any part of such assets, to any person of whose claim or demand they shall not then have had notice.—Dated this 20th day of November, 1875.

SALT and PARNELL, 28, Baldwin-street, Bristol.

**SAMUEL CHARLES ATHAWES, Deceased.**

Pursuant to the Act 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**ALL** creditors and other persons having any claim against the estate of Samuel Charles Athawes, late of Eaton Farm, near Abingdon, in the county of Berks (who died on the 9th day of August, 1874, and of whose estate letters of administration were on the 1st day of February, 1875, in the District Registry at Oxford of Her Majesty's Court of Probate, granted to us, the undersigned), are required to send, in writing, particulars of their claims to us, the said administrators, on or before the 24th day of December, 1875, after which we shall proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to claims only of which we shall then have notice; and we will not be liable for the assets, or any part thereof, to any person of whose claim we shall not then have had notice.—Dated this 22nd day of November, 1875.

EDWARD J. ATHAWES,  
HENRY P. ATHAWES,  
of Mursley, Winslow, Bucks, the said Administrators,

**MARY BROWN 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."

**N**OTICE is hereby given, that all creditors and other persons having any claims and demands upon or against the estate of *Mary Brown*, late of *Aspenleigh, Sandown Bay, Isle of Wight*, in the county of *Southampton*, Widow, deceased (who died on the 23rd day of August, 1875, at *Aspenleigh* aforesaid, and whose will, and a codicil thereto, were duly proved in Her Majesty's High Court of Justice, Probate Division, Principal Registry, on the 13th day of November, 1875, by the Reverend *Clifford Malden*, Clerk, *William Frederick Brown*, son of the said deceased, and *James Gordon Walls*, the executors therein named), are hereby requested to send in the particulars of their debts, claims, or demands to us, the undersigned, the Solicitors to the said executors, on or before the 1st day of January, 1876, after which date the 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 that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have received notice.—Dated this 23rd day of November, 1875.

**WALLS, ABBOTT, and MARTIN**, Mansion House-chambers, Queen Victoria-street, London, E.C., Solicitors for the said Executors.

**Re EDMUND BERRY Deceased.**

Pursuant to an Act of Parliament made and passed in the session holden in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all persons having any claims, debts, or demands upon or against the estate of *Edmund Berry*, late of *Leyland*, in the county of *Lancaster*, Gentleman, deceased (who died on the 4th day of May, 1875, and whose will was proved on the 7th day of August, 1875, in the District Registry of Her Majesty's Court of Probate at *Lancaster*, by *John Berry* and *Andrew Berry*, the executors therein named), are hereby required to send in the particulars of their respective claims, debts, or demands to either of us, the undersigned, on or before the 1st day of December, 1875; and notice is hereby given, that after the said 1st day of December, 1875, the said executors will proceed to divide and distribute the assets of the said deceased, *Edmund Berry*, having regard to claims, debts, or demands only of which the said executors shall have had notice, and that the said executors will not be liable for the assets of the deceased, or any part thereof, so divided and distributed to any person whose claim, debt, or demand they shall not then have had notice.—Dated this 17th day of November, 1875.

**CHARNLEY, SON, and FINCH**, 18, Fox-street, Preston, Solicitors for the said Executor, *Andrew Berry*.

**TURNER and SON**, 12, Fox-street, Preston, Solicitors for the said Executor, *John Berry*.

**Re PHEBE PARSONS, Deceased.**

Pursuant to an Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claim or demand against or upon the estate of *Phebe Parsons*, late of 35, Penn-street, *Hoxton*, in the county of *Middlesex*, Widow (who died on the 18th day of November, 1874, and to whose estate and effects letters of administration were granted by the Principal Registry of Her Majesty's Court of Probate, on the 30th day of October, 1875, to *Elizabeth Clift*, Widow, the administratrix therein named), are hereby required to send in particulars of their claims and demands to us, the undersigned, Solicitors of the said administratrix, on or before the 31st day of December next, after which day the administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims and demands only of which the said administratrix shall then have had notice; and that she shall 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 20th day of November, 1875.

**MILLS and LOCKYER**, 2, Brunswick-place, City-road, Solicitors for the said Administratrix.

**WILLIAM WRIGGLESWORTH, 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."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of *William Wrigglesworth*, late of

*Stockton-on-Tees*, in the county of *Durham*, Innkeeper, deceased (who died on the 29th day of March, 1875, and whose will, dated the 18th day of March, 1875, was proved in the *Durham District Registry* of Her Majesty's Court of Probate on the 3rd day of May, 1875, by *George Ellis*, of *Stockton-on-Tees* aforesaid, Builder, the sole executor therein named, which said *George Ellis* died on the 12th day of May, 1875, and whose will, dated the 29th day of April, 1875, was proved in the *Durham District Registry* of Her Majesty's Court of Probate, on the 9th day of June, 1875, by *John Hunton*, of *Stockton* aforesaid, Brick and Tile Manufacturer, and *Alexander Iley*, of the same place, Joiner and Builder, Merchant, the executors therein named), are required to send the particulars of such claims or demands to Messrs. *Hunton and Bolsover*, Solicitors, of *Stockton* aforesaid, on or before the 23rd day of December next, after which time the said *John Hunton* and *Alexander Iley* will proceed to distribute the whole of the assets of the said *William Wrigglesworth* amongst the parties entitled thereto, having regard to the claims of which notice shall then have been given, and will not be liable for such assets, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated the 19th day of November, 1875.

**HUNTON and BOLSOVER**, Solicitors to the Executors under the will of the said *George Ellis*, deceased.

**JOHN FLACK, Deceased.**

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of *John Flack*, late of the town of *Cambridge*, in the county of *Cambridge*, Boot and Shoe Maker, deceased (who died on the 10th day of October, 1875, and whose will was proved in the District Registry of Her Majesty's Court of Probate at *Peterborough*, on the 25th day of October, 1875, by *Horace Flack*, of No. 29, *Davies-street*, *Berkeley-square*, *London*, Boot and Shoe Maker, and *Walter Flack* and *David Bradwell Flack*, both of the said town of *Cambridge*, Boot and Shoe Makers, the executors therein named), are hereby required to send in the particulars of their claims to me, the undersigned, *Henry John Whitehead*, of No. 2, *Post Office-terrace*, in *Cambridge* aforesaid, on or before the 20th day of January, 1876, and that at the expiration of the last-mentioned day the executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have had notice, and that they will not be liable for the assets so distributed to any person of whose claim they shall not then have had notice.—Dated this 20th day of November, 1875.

**HENRY JOHN WHITEHEAD**, Solicitor to the said Executors.

**JOHN MASSEY, Deceased.**

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of *John Massey*, late of the town of *Cambridge*, in the county of *Cambridge*, Curator of the *Fitzwilliam Museum*, there deceased (who died on the 24th day of October, 1875, and whose will was proved in the District Registry of the Probate Division of Her Majesty's High Court of Justice, on the 15th day of November, 1875, by *John Deighton*, Surgeon, and *Edward Haggis Manceple*, both of the said town, the executors therein named), are hereby required to send in the particulars of their claims to me, the undersigned, *Henry John Whitehead*, of No. 2, *Post Office-terrace*, in *Cambridge* aforesaid, on or before the 20th day of January, 1876; and that at the expiration of the last-mentioned day the executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the claims and demands of which the said executors shall then have had notice, and that they will not be liable for the assets so distributed, to any person of whose claim they shall not then have had notice.—Dated this 20th day of November, 1875.

**HENRY JOHN WHITEHEAD**, Solicitor to the said Executors.

**ELLEN LYONS, 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."

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of *Ellen Lyons*, wife of *John Mitchell Lyons*, late of *Thackeray-street*, *Liverpool*, in the county

of Lancaster, deceased (who died on the 25th day of May, 1875, and whose will, with two codicils thereto, was proved and registered in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Liverpool, on the 2nd day of November, 1875, by Robert Sugden Payne and William Kelly, the executors named in the said will), are hereby required to send particulars, in writing, of such debts, claims, and demands to us, the undersigned, as Solicitors for the said executors, on or before the 31st day of December next; after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice, and that the said executors will not be answerable for the assets so distributed, or any part thereof, to any person of whose debt, claim, or demand they shall then not have had notice.—Dated this 19th day of November, 1875.

PAYNE and SON, 7, Harrington-street, Liverpool, Solicitors for the said Executors.

EDWIN CASSON HINDLEY, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Edwin Casson Hindley, late of Houghton-street, Southport, in the county of Lancaster, Gentleman, deceased (who died on the 31st day of May, 1875, and whose will was proved in the District Registry at Liverpool of Her Majesty's Court of Probate, on the 20th day of August, 1875, by Henry Mason and Edwin Smith, two of the executors therein named), are hereby required to send particulars, in writing, of such debts, claims, and demands to us, the undersigned, as Solicitors for the said executors, on or before the 31st day of December next, after which date the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that the said executors will not be answerable for the assets so distributed, or any part thereof, to any person of whose debt, claim, or demand they shall then not have had notice.—Dated this 19th day of November, 1875.

PAYNE and SON, 7, Harrington-street, Liverpool, Solicitors for the said Executors.

FRANCIS GLENNY, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and others having any claims or demands upon or in anywise affecting the estate of Francis Glenny, late of Chadwell Heath, in the county of Essex, Farmer (who died on the 1st day of January, 1875, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 19th day of February, 1875, by Elizabeth Glenny, Widow, the relic of the said deceased, and the Reverend Harry Charles Sturdy (in the said will called the Reverend Henry Sturdy), Clerk, the executors therein named), are hereby required to send, in writing, the particulars of their claims or demands to the undersigned, Messrs. Hillearys, the Solicitors to the said executors, at No. 5, Fenchurch-buildings, Fenchurch-street, in the city of London, on or before the 1st day of January, 1876, after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to those claims and demands of which they shall then have had notice; and that the said executors will not be liable for the assets of the said deceased, or any part thereof, so distributed to any person or persons of whose claim or demand they shall then have had notice as aforesaid.—Dated the 18th day of November, 1875.

HILLEARYS, 5, Fenchurch-buildings, London, E.C., Solicitor for the said Executors.

EDWARD PRICE, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, chapter 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Edward Price, late of the parish of Kemeys Commander, in the county of Monmouth, Farmer, deceased (who died on the 2nd day of April, 1875, and probate of whose will was granted to William Dukes Price and Edward Price, on the 10th day of May, 1875, by the Landaff District Registry Court of Probate), are hereby

required to send in the particulars of their claims or demands to Mr. William Dukes Price, at Beach House, Pontypool, Monmouthshire, on or before the 2nd day of February next; and notice is hereby given, that after that day the said executors will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 18th day of November, 1875.

H. STAFFORD GUSTARD, Usk, Solicitor for the said Executors.

THOMAS KEAN, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Thomas Kean, late of Coatham, in the county of York, Gentleman (who died on the 29th day of August, 1874, and whose will was duly proved on the 12th day of November, 1875, by Thomas Ingledew, of Coatham aforesaid, Coal Agent, the surviving executor named in such will, in the York District Registry of Her Majesty's Court of Probate), are hereby required to send the particulars of their debts, claims, or demands upon or against the said estate, with the nature of their securities (if any), to us, the undersigned, as Solicitors to the said surviving executor, on or before the 15th day of December, 1875; at the expiration of which time the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have received notice, and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debts, claims, or demands they shall not then have received notice.—Dated this 13th day of November, 1875.

DODDS and CO., Stockton-on-Tees, Solicitors for the said surviving Executor.

JOSEPH CLARKE, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all creditors and other persons having any claims upon the estate of Joseph Clarke, late of Derby, in the county of Derby, Grocer, deceased (who died on the 3rd day of April, 1875, and whose will, with a codicil thereto, was proved in the District Registry at Derby on the 3rd day of May, 1875, by Eliza Clarke and John Hopewell, the executors therein named), are required, on or before the 18th day of January next, to send to me, the undersigned, the particulars of their claims, and that at the expiration of such time the said executors will distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the claims of which they shall then have notice.—Dated this 18th day of November, 1875.

W. TURNER SHAW, Wardwick, Derby, Solicitors to said Executors.

MARY ANN JONES, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Mary Ann Jones, late of Leominster, in the county of Hereford, Spinster, who died on the 16th day of September, 1875, and whose will was proved and registered in the District Registry at Hereford attached to Her Majesty's Court of Probate, on the 10th day of November, 1875, are hereby required to send the particulars of their debts, claims, or demands to Thomas Graves, of Leominster, in the county of Hereford, Mercer, or to John Dyke, of the parish of Bodenham, in the same county, Farmer, the executors under the will of the said Mary Ann Jones, deceased, or to me the undersigned, as their Solicitor, on or before the 17th day of January, 1876, after which said last-mentioned day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executors shall then have had notice, and the said executors will not be liable in respect of the assets so distributed to any person of whose claim they shall not then have had notice, and all persons who stand indebted to the said Mary Ann Jones, deceased, are requested to pay their debts immediately to the said executors or to me on their behalf.—Dated this 17th day of November, 1875.

THOMAS SALE, Leominster, Solicitor.

**WILLIAM HENRY FISHER, Deceased.**

Pursuant to the Statute 22nd and 23rd Victoria, c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William Henry Fisher, formerly of 270, Deansgate, Corn and Flour Dealer, and late of No. 3, Princess-street, Pooley's Park, Hulme, both in the city of Manchester, Gentleman, deceased (who died on the 28th day of September, 1875, and whose will, with a codicil thereto, was proved in the District Registry at Manchester of Her Majesty's Court of Probate on the 27th day of October, 1875, by Henry Fisher and William Septimus Holland, the executors named in the said will), are hereby required to send particulars, in writing, of such claims and demands to the undersigned, the Solicitors to the said executors, on or before the 24th day of December next, after which date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice, and they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice as aforesaid.—Dated this 17th day of November, 1875.

DIGGLES and OGDEN, 1, Cooper-street, Manchester, Solicitors to the said Executors.

**JAMES BURKS, 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."

**A**LL creditors and other persons having any claim against the estate of Mr. James Burks, late of No. 9, Millman's-row, Chelsea, in the county of Middlesex, Gentleman, deceased (who died on the 9th of June, 1875), are requested to send in their claims to the executors, Messrs. James Jennings Burks, Henry Joseph Chappell, and Henry William Rydon, at the office of their Solicitors, Messrs. S. F. Miller and Son, No. 4, King-street, Saint James's-square, in the city of Westminster, on or before the 31st day of December, 1875; or in default thereof the said executors will distribute the assets of the said James Burks amongst the parties entitled thereto; and will not be liable for any part of such assets to any person of whose claim they shall not then have had notice.—Dated the 16th day of November, 1875.

S. F. MILLER and SON.

**ANN MOORE MOORE, Deceased.**

Pursuant to the Act of Parliament of 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Ann Moore Moore, late of Wimborne Minster, in the county of Dorset, Widow, deceased (who died at Wimborne Minster aforesaid, on the 31st day of October, 1875, intestate, and letters of administration to whose estate and effects were, on the 16th day of November, 1875, granted to James William Facey, by the District Registry of Her Majesty's Court of Probate at Blandford), are hereby required, on or before the 19th day of December next, to send, in writing, the particulars of their several debts, claims, or demands to us, the undersigned, as Solicitors of the said administrator; at the expiration of which time the said administrator will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which he shall then have had notice; and that he will not be liable for any part of such assets so distributed to any person of whose debt, claim, or demand he shall not then have had notice.—Dated this 16th day of November, 1875.

RAWLINS and SON, Wimborne Minster, Solicitors for the said Administrator.

**GEORGE SPINK, 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."

**N**OTICE is hereby given, that all creditors and persons having any claims or demands against the estate of George Spink, late of the Crown and Anchor Tavern, Bradley-terrace, Wandsworth-road, in the county of Surrey, Licensed Victualler (who died on the 7th day of October, 1875, and of whose personal estate and effects letters of administration were, on the 17th day of November, 1875, granted by Her Majesty's High Court of Justice, at the Principal Registry of the Probate Division thereof, to Anne Amy Spink, of the Crown and Anchor, Bradley-terrace, Wandsworth-road, in the county of Surrey, the relict of the said deceased), are hereby required to send in

particulars of their claims or demands to the said administratrix, at the offices of Messrs. Henry, John, and Theophilus Child, Paul's Bakehouse-court, Doctors'-commons, in the city of London, Solicitors, on or before the 1st day of January, 1876, at the expiration of which time the said administratrix will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims or demands of which the said administratrix shall then have had notice; and that the said administratrix will not be liable for such assets, or any part thereof, so distributed to any person or persons of whose claims or demands she shall not then have had notice.—Dated this 19th day of November, 1875.

HENRY, JOHN, and THEOPHILUS CHILD, Paul's Bakehouse-court, Doctors'-commons.

**In the High Court of Justice.—Chancery Division.**

Kendall v. Watson.

Strand.—Valuable Freehold Property at the west corner of Surrey-street, an approach to the Thames Embankment, and in the immediate neighbourhood of the New Law Courts.

**M**R. ROBERT REID will sell by auction, at the Mart, Tokenhouse-yard, near the Bank of England, on Friday, December 3rd, 1875, at one for two o'clock precisely, pursuant to a Decree made in the above cause:—A valuable freehold property, comprising a commanding shop and spacious dwelling, situate No. 171, Strand, being on the south side thereof, and the west corner of Surrey-street, let on a yearly tenancy at the rent of £190 per annum.

The premises may be viewed by permission of the tenant. Particulars may be obtained of Messrs. Burgoyne, Milnes, Burgoyne, and Thrupp, Solicitors, 160, Oxford-street, W.; of Messrs. G. L. F. Eyre and Co., Solicitors, 1, John-street, Bedford-row, W.C.; Messrs. Chester, Urquhart, Mayhew, and Holden, Solicitors, Staple-inn, Holborn, E.C.; Messrs. Gray and Co., Solicitors, Staple-inn aforesaid; Messrs. Park, Nelson, and Morgan, Solicitors, Essex-street, Strand, W.C.; at the Mart, Tokenhouse-yard, Lothbury, E.C.; and of Mr. Robert Reid, 48, Great Marlborough-street, W.; and in the country of Messrs. Wright, Stockley, and Beckett, Solicitors, Liverpool; and of Mr. William Clarke, Solicitor, Leeds, in the county of York.

**In the High Court of Justice.—Chancery Division.**

Kendall v. Watson.

Margate.—A Freehold House in Hawley-square.

**M**R. ROBERT REID will sell by auction, at the White Hart Hotel, Margate, on Monday, December 6th, at two for three o'clock precisely, pursuant to a Decree made in the above cause:—

A freehold residence known as St. Alban's House, being No. 33, on the south side of Hawley-square, Margate, in the county of Kent, let on a yearly tenancy at the low rent of £35 per annum.

The residence may be viewed by permission of the tenant. Particulars may be obtained of Messrs. Burgoyne, Milnes, Burgoyne, and Thrupp, Solicitors, 160, Oxford-street, London, W.; of Messrs. Eyre and Co., Solicitors, 1, John-street, Bedford-row, London, W.C.; Messrs. Chester, Urquhart, Mayhew, and Holden, Solicitors, Staple-inn, Holborn, London, E.C.; Messrs. Gray and Co., Solicitors, Staple-inn aforesaid; Messrs. Park, Nelson, and Morgan, Solicitors, Essex-street, Strand, London, W.C.; at the White Hart Hotel, Margate; and of Mr. Robert Reid, 45, Great Marlborough-street, London, W.; and in the country of Messrs. Wright, Stockley, and Beckett, Solicitors, Liverpool; and of Mr. William Clarke, Solicitor, Leeds, in the county of York.

**T**O be sold, pursuant to an Order of the High Court of Chancery, made in a cause Meeson v. Stock, 1873, M., 238, with the approbation of the Vice-Chancellor Sir Charles Hall, by Mr. Harry Jones (of the firm of Jones and Son), the person appointed by the said Judge, at the Auction Mart, Tokenhouse-yard, in the city of London, on Wednesday, the 15th day of December, 1875, at two o'clock precisely, in eight lots:—

The valuable brick-built leasehold property, comprising twenty dwelling-houses, two with shops attached, situate and being Nos. 44 and 46, North-street, Limehouse Fields, Nos. 81 and 83, Lucas-street, Stepney, No. 293, Commercial-road East (formerly known as No. 5, Bedford-place), Nos. 27 and 29, Crisp-street, Poplar, Nos. 18, 19, and 43, Regent-street South, Blackwall, Nos. 83, 84, 86, 87, 88, 89, and 90, Regent-street North, Blackwall, and Nos. 90, 92, and 94, Brunswick-street, Blackwall, the whole producing a rental of £352 per annum.

May be viewed with leave of the tenants, and particulars, with conditions of sale, had of Messrs. Gellatly, Son, and Warton, Solicitors, No. 2, Lombard-court, E.C.; C. N. Longeroff, Esq., Solicitor, 1, Clement's-inn, Strand, W.C.;

at the Auction Mart; and at the Auctioneer's offices, No. 586, Commercial-road, near Stepney Railway Station, E.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Scorer against Whitehead, the persons claiming to be the heir-at-law of George Whitehead, formerly of Romeley House, in the parish of Clown, in the county of Derby, and late of Norbriggs House, in the parish of Staveley, in the said county of Derby, Gentleman, living at the time of the said George Whitehead's death, on the 4th day of February, 1870, and the persons claiming to be next of kin according to the statutes for the distribution of intestates' estates of the said George Whitehead, living at the time of his death, on the said 4th day of February, 1870, or claiming to be the legal personal representatives of such of the said next of kin as are now dead, are, by their Solicitors, on or before the 31st day of December, 1875, to come in and prove their claims at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Friday, the 21st day of January, 1876, at eleven o'clock in the forenoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 18th day of November, 1875.

**P**URSUANT to an Order of the High Court of Chancery, made in the matter of the estate of John David Ronaldson, deceased, and in a cause Ronaldson against Perry, the creditors of John David Ronaldson, late of No. 13, Buccleugh-terrace, Upper Clapton, in the county of Middlesex, Ship and Insurance Broker, who died in or about the month of July, 1875, are, on or before the 21st day of December, 1875, to send by post, prepaid, to Mr. William Crook, of 178, Fenchurch-street, in the city of London, the Solicitor of the defendant, Abne Mary Howey Perry, the administratrix of the said 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 the Rolls-yard, Chancery-lane, Middlesex, on Tuesday, the 11th day of January, 1876, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1875.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Evans against Swancott, (1875, E., 53), the creditors of Eyan David Evans, late of Marsham-street, Westminster, in the county of Middlesex, Cowkeeper, who died on or about the 11th day of January, 1875, are, on or before the 16th day of December, 1875, to send by post, prepaid, to Josiah John Merriman, of No. 1, Sherborne-lane, in the city of London, a member of the firm of Messrs. Merriman and Powell, of the same place, the Solicitors of the defendants, David Swancott and Henry Evans, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated at No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Tuesday, the 21st day of December, 1875, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 20th day of November, 1875.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Whiteley against Whiteley 1874, W., 226, the creditors of George Whiteley, late of Dyson Field, in Soyland, Halifax, in the county of York; Cotton Spinuer, who died in or about the month of November, 1868, are, on or before the 23rd day of December, 1875, to send by post, prepaid, to Mr. Parkers Swinglehurst Holt, of Ripponden, near Halifax, in the county of York, the Solicitor for the defendants, Sarah Whiteley, James Lawton, and Lawton Whiteley, the executrix and executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated at No. 3, Stone-buildings, Lincoln's-inn, Middlesex, on Wednesday, the 12th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1875.

**P**URSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of George Edward Sanders, late of Highgate, Moseley-road, Birmingham, in the county of Warwick, Maltster, deceased, and in a cause Sanders v. Williams, 1875, S., 222, the creditors of George Edward Sanders, late of Highgate, Moseley-road, Birmingham, in the county of Warwick, Maltster, who died on or about the 20th day of August, 1875, are, on or before the 20th day of December, 1875, to send by post, prepaid, to Charles Wall Hiatt, of Wellington, in the county of Salop, the Solicitor of the defendants, Mary Williams (the wife of Thomas Frederick Williams), and Thomas Fanthom, the executors of the deceased, 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, situated at No. 11, New-square, Lincoln's-inn, Middlesex, on the 8th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1875.

**P**URSUANT to an Order of the High Court of Chancery, made in the matter of the estate of James Gordon Clayton, and in a cause Dawson against Clayton, 1875, C., 255, the creditors of the said James Gordon Clayton, late of the Green Man Public-house, 39, Union-street, Middlesex Hospital, in the county of Middlesex, and of the Nottingham Castle, 79, Fore-street, in the city of London; Licensed Victualler, who died in or about the month of June, 1875, are, on or before the 24th day of December, 1875, to send by post, prepaid, to Mr. John Harcourt Lee, of No. 35, Bedford-row, Middlesex; the Solicitor of the above-named defendant, Elizabeth Clayton, the executrix of the said James Gordon Clayton, 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 Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir James Bacon, at his chambers, situated No. 11, New-square, Lincoln's-inn, Middlesex, on Friday, the 14th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 18th day of November, 1875.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Avison v. Avison, 1875, A., 71, the creditors of Allan Smith Avison, late of the township of Rastrick, in the county of York, Butcher, who died on the 17th day of November, 1874, are, on or before the 20th day of December, 1875, to send by post, prepaid, to Fairless Barber, of Brighouse, in the said county of York, Solicitor to the defendant, the administratrix of the deceased, 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 Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, 14, Chancery-lane, in the county of Middlesex, on Monday, the 10th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 16th day of November, 1875.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause wherein Charles Henry Crowther, Frederick William Crowther, Harold Crowther, Amelia Crowther, and Ethel Crowther, respectively infants, by John Andrew Charles, their next friend, are plaintiffs, and Alfred Crowther, John Barker, and John Haukine Russell, and Mary Ameja, his wife, are defendants, 1874, C., 299, the creditors of John Henry Crowther, late of Rose Villa, Almondsbury, in the county of York, Woollen Cloth Manufacturer, who died on the 30th day of September, 1870, are, on or before the 13th day of December, 1875, to send by post, prepaid, to Allan Hellawell Owen, of Huddersfield, the Solicitor of the defendants, Alfred Crowther and John Barker, 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 benefits of the said Decree. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, No. 14, Chancery-lane, Middlesex, on Thursday, the 13th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the said claims.—Dated this 18th day of November, 1875.

**P**URSUANT to an Order of the High Court of Chancery, made in a matter and cause re Little Rimer v. Little, 1875, L. 155, the creditors of Jane Sophia Little, late the wife of John Blakeway Little, late of Freemantle, in the parish of Millbrook, in the county of Southampton, who died on the 24th day of July, 1875, are, on or before the 22nd day of December, 1875, to send by post, prepaid, to Henry Daniel Mcoy Page, of the town and county of the town of Southampton, the Solicitor to the defendant, John Blakeway Little, the executor of the will of the deceased, 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 preemptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, 14, Chancery-lane, in the county of Middlesex, on Monday, the 10th day of January, 1876, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 17th day of November, 1875.

In the Matter of a Deed of Inspectorship and Arrangement, dated 29th June, 1866, made by William Henry Pope, trading at Liverpool, in the county of Lancaster, as a Shipwright.

**N**OTICE is hereby given, that a Fourth Dividend of 1s. in the pound has been declared in the matter of William Henry Pope, and will be paid by me, at No. 5, Fenwick-street, Liverpool, on and after Monday, the 29th day of November, 1875.—Dated this 19th day of November, 1875.

A. W. CHALMERS, Inspector.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

**A** FIRST and Final Dividend of 12s. 7½d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by George William Wilding, of High-street, Wanstead, in the county of Essex, Plumber and Decorator, and will be paid by me, at No. 186, Shoreditch, in the county of Middlesex, on and after Tuesday, the 23rd day of November, 1875, between the hours of ten A.M. and one P.M.

JOSEPH WILKINSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings.

**A** FIRST and Final Dividend of 6s. 1d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Maxfield Elfick, of 11, London-road, Saint Leonard's-on-Sea, in the county of Sussex, Grocer, and will be paid by me, at my office, 44A, Robertson-street, Hastings aforesaid, on and after the 24th day of November, 1875.

FRED. A. LANGHAM, Solicitor for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn.

**A** FIRST and Final Dividend of 1s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of George Clark, of Long Sutton, in the county of Lincoln, Architect, Surveyor, and Contractor, and will be paid by me, at my shop, situate in the Market-place, Long Sutton, Lincolnshire, on and after the 23rd day of November, 1875.—Dated this 17th day of November, 1875.

JOHN THOMAS HAINSWORTH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester.

**A** SECOND and Final Dividend of 4s. 3d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Esther Foster, of 82, Brunswick-street, Chorlton-upon-Medlock, Manchester, in the county of Lancaster, Widow, and will be paid by me, at my offices, Clarence-street, in the city of Manchester, on and after the 7th day of December next, between the hours of ten o'clock in the forenoon and four o'clock in the afternoon.—Dated this 19th day of November, 1875.

MARSHALL PRESTON, Trustee.

The Bankruptcy Act, 1861.

In the County Court of Yorkshire, holden at Sheffield.

**A** DIVIDEND of 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Seth Peace, of Hooler, Wentworth, near Rotherham, in the county of York, Cloth Merchant, and formerly carrying on business with Leonard Dalton, under the firm of Peace and Dalton, Coal Merchants, at the Elephant and Castle Depot, and at Western Wharf, Canal Bridge, Old Kent-road,

London, and will be paid by me, at the offices of Messrs. Camm and Corbidge, Accountants (Creditors' Commercial Association), 133 and 135, Norfolk-street, Sheffield, in the county of York, on and after Tuesday, the 30th day of November instant, between the hours of ten and four o'clock.—Dated this 16th day of November, 1875.

COOPER CORBIDGE, Jun., Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.

**A** FIRST Dividend of 5s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Alfred Oldfield, of Halifax, in the county of York, Dyer, recently carrying on business in partnership with Edmund Townend, under the firm of Oldfield, Townend, and Co., and will be paid by me, at my offices, in Cheapside, Halifax aforesaid, on and after the 22nd day of November, 1875.—Dated this 18th day of November, 1875.

WILLIAM IRVINE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.

**A** DIVIDEND of 20s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Francis Whitworth Crossley, of Bank Ware Mill, Sowerby Bridge, in the parish of Halifax, in the county of York, Drysalter, trading under the style or firm of Frank Crossley and Co., and will be paid by me forthwith, at my offices, at 31, Silver-street, Halifax aforesaid.—Dated this 19th day of November, 1875.

FREDERICK FOSTER, 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 Richard Harris, of No. 22, Moreton-place, Pimlico, in the county of Middlesex, Builder.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 251, Vauxhall Bridge-road, Pimlico, in the county of Middlesex, on the 2nd day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 15th day of November, 1875.

BURY HUTCHINSON, 251, Vauxhall Bridge-road, Pimlico, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Francis, of No. 30, Stebondale-street, Cubitt Town, Poplar, in the county of Middlesex, Plumber, Painter, and Glazier.

**N**OTICE 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. Drew, 55, Fore-street, City, on the 3rd day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 13th day of November, 1875.

G. W. W. R. HARRISON, 6, Godliman-street; Doctors'-commons, in the city of London, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William John Bland, of Bicton Lodge, Selhurst, in the county of Surrey, and of No. 7, Crutched-friars, in the city of London, Merchant's Clerk.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 34, Clement's-lane, in the city of London, on the 4th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

WATNEY and TILLEARD, 34, Clement's-lane, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Darroch Joyce, of No. 23, Great Winchester-street, in the city of London, Merchant and Shipping Agent.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 23, Great Winchester-street, in the city of London, on the 7th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

WILSON, BRISTOWS and CARPMAEL, 1, Copthall-buildings, London, E.C., Solicitors for the said Edward Darroch Joyce.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Bryer, of 45, Mayland-road, Shepherd's Bush, in the county of Middlesex, out of business, and Tom Turley Green, of 7, Saint George's-road, Pimlico, in the same county, out of business, heretofore trading together as Copartners, under the name of Bryer and Green, at 110, Cannon-street, in the city of London, as Iron, Metal, and Machinery Merchants.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at No. 61, Gracechurch-street, in the city of London, on the 30th day of November, 1875, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1875.

HENRY MORTON ODY, 1, Hare-place, Fleet-street, E.C., Solicitor for the said Debtors.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Bryer, of 45, Mayland-road, Shepherd's Bush, in the county of Middlesex, out of business, and Tom Turley Green, of 7, St. George's-road, Pimlico, in the same county, out of business, heretofore trading together as Copartners, under the name of Bryer and Green, at 110, Cannon-street, in the city of London, as Iron, Metal, and Machinery Merchants.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Thomas Bryer has been summoned to be held at No. 61, Gracechurch-street, in the city of London, on the 30th day of November, 1875, at four o'clock in the afternoon precisely.—Dated this 15th day of November, 1875.

HENRY MORTON ODY, 1, Hare-place, Fleet-street, E.C., Solicitor for the said Thomas Bryer.

## 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 Bryer, of 45, Mayland-road, Shepherd's Bush, in the county of Middlesex, out of business, and Tom Turley Green, of 7, Saint George's-road, Pimlico, in the same county, out of business, heretofore trading together as Copartners, under the name of Bryer and Green, at 110, Cannon-street, in the city of London, as Iron, Metal, and Machinery Merchants.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Tom Turley Green has been summoned to be held at No. 61, Gracechurch-street, in the city of London, on the 30th day of November, 1875, at half-past four o'clock in the afternoon precisely.—Dated this 15th day of November, 1875.

HENRY MORTON ODY, 1, Hare-place, Fleet-street, E.C., Solicitor for the said Tom Turley Green.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwin Anthony Hammon, of No. 18, Charlton-street, Easton-road, in the county of Middlesex, Plumber and Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person, formerly advertised as Edwin Anthony Hammin, of No. 18, Charlton-street, Easton-road, has been summoned to be held at my offices, No. 48, King William-street, in the city of London, on the 30th day of November, 1875, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1875.

H. A. LOVETT, 48, King William-street, City, E.C., Solicitor 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 David Jones and Edward Jones, late of 10, Howard-road, Stoke Newington-green, in the county of Middlesex, trading in copartnership as Cowkeepers and Dairymen, and now of No. 1, Rheidol-terrace, Islington, in the county of Middlesex, out of business.

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 Messrs. Evans and Eagles, of No. 10, John-street, Bedford-row, in the county of Middlesex, on the 4th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

EVANS and EAGLES, 10, John-street, Bedford-row, Solicitors for the said Debtors.

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## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Hugo Auguste Emil Dramburg, of No. 2, Tower Royal, in the city of London, 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 my offices, situate at No. 29, Queen-street, Cannon-street, in the city of London, on 2nd day of December, 1875, at one o'clock in the forenoon precisely.—Dated this 16th day of November, 1875.

WILLIAM EDWARD BARROW, Solicitor for the said Hugo Auguste Emil Dramburg.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Dooley, of 41, Wharfdale-road, King's Cross, Islington, in the county of Middlesex, Tailor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Thomas Johnson, Solicitor, No. 165, Seymour-place, Marylebone-road, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

THOMAS JOHNSON, 165, Seymour-place, Marylebone-road, Solicitor for the Petitioner.

## 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 Rook Maples, of 15, Chapel-street, Bedford-row, in the county of Middlesex, and No. 1, Eton-villas, High-street, Wood Green, in the said county, Architect and Surveyor.

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. Langley and Gibbon, of 30, Great James-street, Bedford-row, in the said county, on the 3rd day of December, 1875, at twelve o'clock at noon precisely.—Dated this 5th day of November, 1875.

HENRY GIBBON, Solicitor 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 Alexander Colvin Fraser, of St. Stephen's-chambers, Telegraph-street, in the city of London, Engineer and Contractor, and of Park Villas, New Barnet, in the county of Herts, and lately carrying on business at the first-mentioned address in copartnership with Henry Cooper Amos, as Engineers and Contractors, under the style or firm of A. C. Fraser 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 my office, No. 10, Saint Swithin's-lane, in the city of London, on the 8th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1875.

ROBT. WOOD MARSLAND, 10, St. Swithin's-lane, E.C., Solicitor for the said Alexander Colvin Fraser.

## The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Michel Kasper, of No. 12, Leadenhall-street, in the city of London, Merchant's Clerk.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Michael Abrahams and Roffey, No. 8, Old Jewry, E.C., on the 9th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

MICHAEL ABRAHAMS and ROFFEY, 8, Old Jewry, E.C., Solicitors 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 Alexander Hadden, of the City Wellington, No. 60, Fleet-street, in the city of London, 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 Burton, No. 15, Serjeant's-inn, Fleet-street, London, Solicitor, on the 7th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

JNO. BURTON, Solicitor for the said Alexander Hadden.

**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 Foreman, of 22, Duncan-place, London-fields, in the county of Middlesex, 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 offices of Mr. Henry Thomas Thwaites, 42, Basinghall-street, in the city of London, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

C. PARKE, 78, Coleman-street, London, Solicitor 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 Alfred Thomas Barton and Thomas Henry Golding, of 16, Water-lane and 6, Beer-lane, in the city of London, Licensed Lightermen.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at 47, Mark-lane, in the city of London, on the 7th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

ROBT. MOORE, 47, Mark-lane, Solicitor for the said Debtors.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwin Pridham, of No. 161, Queen's-road, Bayswater, in the county of Middlesex, Travelling Jeweller.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 105, Cheapside, in the city of London, on the 1st day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1875.

DAVID HOWELL, Solicitor 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 Lambie Burgess, late of No. 54, Paternoster-row, in the city of London, but now staying at No. 88, Morton-road, Islington, in the county of Middlesex, Advertising 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 Chamber of Commerce, No. 145, Cheapside, in the city of London, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

DUNN and PALMER, 31, New Broad-street, E.C., Solicitors 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 Mark Herman, of 284, Commercial-road, in the county of Middlesex, Diamond Merchant.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. E. J. Sydney and Son, Solicitors, 46, Finsbury-circus, in the city of London, on the 9th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

ALGERNON E. SYDNEY, 46, Finsbury-circus, London, E.C., Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Goodale, of the Prince of Wales Beerhouse, New-street, Vauxhall, in the county of Surrey, Beer and Wine Retailer.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 30, Camberwell-green, in the county of Surrey, on the 1st day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 4th day of November, 1875.

HENRY MORTON ODY, 10, Trinity-street, Southwark, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Middlesex, holden at Brentford.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by

Samuel Charles Preddy, of No. 14, Apsley-terrace, Tarnham Green, in the county of Middlesex, Linen 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 No. 10, Basinghall-street, in the city of London, on the 30th day of November, 1875, at three o'clock in the afternoon precisely.—Dated this 13th day of November, 1875.

JAMES CHAPMAN, Solicitor for the said Samuel Charles Preddy.

**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 Henry Downes Miles, of Holly House, Lower Edmonton, in the county of Middlesex, Author, formerly of 50, Vicarage-road, Camberwell, in the county of Surrey, and 130, Fleet-street, in the city of London, Author and Newspaper Proprietor.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 17, Knight Rider-street, Doctors'-commons, in the city of London, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 13th day of November, 1875.

PECKHAM, MAITLAND, and PECKHAM, 17, Knight Rider-street, Doctors'-commons, and High-road, Tottenham, Solicitors for the said Henry Downes Miles.

**The Bankruptcy Act, 1869.**

In the County Court of Surrey, holden at Wandsworth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Daniel Murchie Hunter, late of the Bell Inn, Wandsworth-road, in the county of Surrey, Licensed Victualler, but now of No. 439, Wandsworth-road, in the same county, out of business.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Shearman, No. 13, Little Tower-street, in the city of London, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

WILLIAM SHEARMAN, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Surrey, holden at Kingston-upon-Thames. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Goode, trading as J. Goode and Co, of High-street, Wimbledon, in the county of Surrey, Butcher.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Alfred Evelyn Copp, Solicitor, 37, Essex-street, Strand, in the county of Middlesex, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

ALFRED E. COPP, 37, Essex-street, Strand, W.C., Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Surrey, holden at Guildford and Godalming. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Benjamin Condict, of Camp Farm, Aldershot, in the county of Southampton, Market Gardener.

**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 Eve, Victoria-road, Aldershot, Hants, on the 26th day of November, 1875, at two o'clock in the afternoon precisely.—Dated this 10th day of November, 1875.

RICHARD EVE, Aldershot, Hants, Solicitor for the said Benjamin Condict.

**The Bankruptcy Act, 1869.**

In the County Court of Surrey, holden at Guildford and Godalming. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Linfield, of Cambridge Town, Frimley, in the county of Surrey, Draper 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 Chamber of Commerce, No. 145, Cheapside, in the city of London, on the 27th day of November, 1875, at four o'clock in the afternoon precisely.—Dated this 6th day of November, 1875.

ALFRED S. BLAKE, 21, Union-street, Portsea, Solicitor 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 Alfred Howlett, of the Greenwich-road, in the county of Kent, Baker.

**N**OTICE 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. Scard and Son, No. 2, Deptford-bridge, Greenwich, in the county of Kent, on the 10th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

SCARD and SON, 2, Deptford-bridge, Greenwich, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Kent, holden at Canterbury.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Hulgrave, of Wurchep-street, in the city of Canterbury, Confectioner.

**N**OTICE 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, in the city of London, on the 14th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

J. MINTER, Folkestone, Kent, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Kent, holden at Canterbury.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Linscott, of 16, Addington street, Ramsgate, and 174, Lower-street, Deal, both in the county of Kent, Family Grocer and Provision Merchant.

**N**OTICE 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, in the city of London, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

J. M. EDWARDS, Ramsgate, Solicitor for the said John Linscott.

**The Bankruptcy Act, 1869.**

In the County Court of Oxfordshire, holden at Oxford.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Moses Midwinter, of Witney, in the county of Oxford, Boot and Shoe Maker and Innkeeper.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Fox Inn, situate in Chipping Norton, in the county of Oxford, on the 4th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 16th day of November, 1875.

KILBY, SON, and MACE, West-street, Chipping Norton, Solicitors for the said Moses Midwinter.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Bradford.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Fleet, of Cross Hills, in the parish of Kildwick, in the county of York, and Frederic Isaac Williams, of Cononley, in the said county, Stuff Manufacturers, carrying on business at Cross Hills aforesaid, and at Bradford, in the said county, in copartnership, under the style or firm of Fleet and Williams.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at our offices, No. 9, Market-street, in Bradford aforesaid, on the 3rd day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

TERRY and ROBINSON, Solicitors for the said Debtors.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Bradford.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Fleet, of Cross Hills, in the parish of Kildwick, in the county of York, and Frederic Isaac Williams, of Cononley, in the said county, Stuff Manufacturers, carrying on business at Cross Hills aforesaid, and at Bradford, in the said county, in copartnership, under the style or firm of Fleet and Williams.

**N**OTICE is hereby given, that a First General Meeting of the separate creditors of the above-named John Fleet, has been summoned to be held at our offices, No. 9, Market-street, in Bradford aforesaid, on the 3rd day of December, 1875, at half-past eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

TERRY and ROBINSON, Solicitors 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 Thomas Seed, of Keighley, in the county of York, now out of business, recently carrying on business as a Coal, Coke, and Lime Merchant at Keighley aforesaid, in copartnership with William Seed, under the style or firm of Thomas Seed and Son, and also carrying on business as a Grease Extractor at Quarmby Cliffe, near Huddersfield, in the said county, along with John Seed, under the style or firm of the Executors of the late Benjamin Seed, deceased.

**N**OTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Woolpack Hotel, Huddersfield, in the county of York, on the 26th day of November, 1875, at four o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

WEATHERHEAD and W. and G. BURE, Keighley, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Sheffield.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Barlow, No. 81, Douglas-road, Parkwood Springs, and No. 72, Queen-street, Sheffield, in the county of York, Accountant and General Commission Agent.

**N**OTICE 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. Badgers and Rhodes, No. 15, Castle-street, Sheffield aforesaid, on the 30th day of November, 1875, at half-past two o'clock in the afternoon precisely.—Dated this 10th day of November, 1875.

T. PARKER RHODES, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Sheffield.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Armston, of Rotherham, in the county of York, Builder.

**N**OTICE 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. Badgers and Rhodes, No. 29, High-street, Rotherham aforesaid, on the 30th day of November, 1875, at half-past ten o'clock in the forenoon precisely.—Dated this 10th day of November, 1875.

T. PARKER RHODES, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Sheffield.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Harvey Siddons, late of Braekley-street, Sheffield, in the county of York, Grocer and Ale and Porter Dealer, but now of Jamaica-street, in Sheffield aforesaid; out of business.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Alfred Taylor, Solicitor, 6, Norfolk-row, Sheffield, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

ALF. TAYLOR, Solicitor for the said John Harvey Siddons.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Sheffield.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Hague, of Sheaf-street, in Sheffield, in the county of York, Joiner, Builder, and Auctioneer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the George and Dragon, the house of William Clarke, in Bank-street, Sheffield aforesaid, on the 3rd day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1875.

SAM. WM. TURNER, Solicitor for the said Samuel Hague.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Matthew Griswood Axellson, of Woolpack-entry, Hummer Lock-street, in the borough of Kingston-upon-Hull, Ship and Engine Smith.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edwin Laverack,

Solicitor, County-buildings, Land of Green Ginger, Kings-ton-upon-Hull, on the 1st day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 15th day of November, 1875.

**EDWIN LAVERACK**, County-buildings, Hull, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Samuel Simpson, of Bridlington, in the county of York, Butcher.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Martin Richardson, of Bridlington aforesaid, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

**MARTIN RICHARDSON**, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Scarborough. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Edward Bosomworth, of Norton, in the East Riding of the county of York, Innkeeper.

**NOTICE** is hereby given, that the First General Meeting of the creditors of the above-named person has been summoned to be held at the Railway Hotel, in Norton aforesaid, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

**WALKER and LANGBORNE**, Molton, Yorkshire, Solicitors 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 John Knowles, of Heckmondwike, in the county of York, Auctioneer and Furniture Dealer.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of William Sykes, Solicitor, Oak-street, in Heckmondwike aforesaid, on the 7th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1875.

**WILLIAM SYKES**, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Angelo Sivori, of Low Ousegate, in the city of York, Confectioner.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. George Crumbie, Solicitor, No. 46, Stonegate, in the said city of York, on the 3rd day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1875.

**GEO. CRUMBIE**, 46, Stonegate, York, Solicitor, for the said Angelo Sivori.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Longbottom, of Heys Mill, in Miscenden, in the township of Ovenden, in the parish of Halifax, in the county of York, Worsted Spinner and Manufacturer.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the White Lion Hotel, in Halifax aforesaid, on the 10th day of December, 1875, at four o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

**WALTER STOREY**, Cheapside, Halifax, Solicitor for the said Samuel Longbottom.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Johnson, of 9, Oldham-street, Manchester, in the county of Lancaster, and at 86, Bristol-street, Hulme, Manchester aforesaid, Bootmaker.

**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 Clarence Hotel, Spring-gardens, Manchester, on the 1st day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

**GEO. RIDEAL**, 12, Brazennose-street, Manchester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Gerrard Bark, of No. 9, North John-street, Liverpool, in the county of Lancaster, Provision Broker, trading as T. G. Bark 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. Sheen and Broadhurst, Accountants, No. 10, North John-street, Liverpool aforesaid, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

**THO. BELLINGER**, 24, North John-street, Liverpool, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Charles Balsiger, of 3, South John-street, Liverpool, in the county of Lancaster, Restaurant 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. Thomas Lupton, Law Association-buildings, 15, Harrington-street, Liverpool aforesaid, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

**THOS. LUPTON**, Law Association-buildings, 15, Harrington-street, Liverpool, Solicitor for the said John Charles Balsiger.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Johnston, of 56, Athol-street, Liverpool, in the county of Lancaster, Grocer and Provision Dealer.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Thomas Lupton, Law Association-buildings, 15, Harrington-street, Liverpool aforesaid, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

**THOS. LUPTON**, 15, Harrington-street, Liverpool, Solicitor for the said William Johnston.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Johnson, of 34 and 36, Wallgate, Wigan, in the county of Lancaster, and of Newtown Pemberton, in the said county, Saddler.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 3, King-street, Wigan, in the county of Lancaster, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

**DARLINGTON and SONS**, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Leyland, of 164, Scholes, Wigan, in the county of Lancaster, Ironmonger.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Scott and Ellis, Solicitors, the Arcade, King-street, Wigan, in the county of Lancaster, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

**SCOTT and ELLIS**, the Arcade, King-street, Wigan, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Warmisham, of Southworth with Cross, near Warrington, and formerly also of Waterloo-road, in the city of Manchester, both in the county of Lancaster, Brickmaker.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 23, Swan-street, in the city of Manchester, on the 10th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

**W. C. CHEW and SONS**, 23, Swan-street, Manchester, Solicitors for the said Debtor.

**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 Frederick George Pagnam, of 3, Abercorn-street, Weaste, in the borough of Salford, in the county of Lancaster, Commission Agent, formerly of Eccles New-road, Weaste aforesaid, 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. Horner and Son, 1, Ridgefield, Manchester, on the 9th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

R. D. LAW, 3, York-street, Lower Broughton, Manchester, Solicitor for the said Frederick George Pagnam.

**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 Bowley, of Aston, near Birmingham aforesaid, Builder.

**NOTICE** is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at 71, Newhall-street, Birmingham aforesaid, on the 4th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1875.

JOHN C. LADBURY, 71, Newhall-street, Birmingham, Solicitor 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 James Palmer and Harry Alfred Palmer, of the Old Wharf, Paradise-street, and of No. 35, Stoke-street, both in the borough of Birmingham, in the county of Warwick, Coal Dealers and Copartners, trading under the style or firm of James Palmer and Son.

**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. Robert Duke, of No. 11, Temple-row, Birmingham, in the county of Warwick, Solicitor, on the 7th day of December, 1875, at ten o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

ROBERT DUKE, Birmingham, Solicitor for the said Debtors.

**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 Simpson, of No. 16, Wharf-street, Birmingham, in the county of Warwick, Brass Caster.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Edward Eaden, No. 21, Bennett's-hill, Birmingham aforesaid, Solicitor, on the 3rd day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

EDWARD EADEN, 21, Bennett's-hill, Birmingham, Solicitor 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 Lloyd, residing in lodgings at the back of No. 224, Gooch-street, Birmingham, in the county of Warwick, Journeyman Saddler.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Frederick Marshall Burton, Solicitor, 53, Union-passage, Birmingham, on the 4th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

F. M. BURTON, Solicitor 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 George Michael Allen, of Villa-street, Aston-juxta-Birmingham, in the county of Warwick, Journeyman Book-clasp 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. Frederick Mar-

shall Burton, Solicitor, 53, Union-passage, Birmingham, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

F. M. BURTON, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Thomas Fletcher, of Thrapston, in the county of Northampton, Builder and Contractor.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Angel Hotel, Bridge-street, Northampton, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

FWLER, SMITH, and WARWICK, Friar-lane, Leicester, Solicitors for the said Samuel Thomas Fletcher.

**The Bankruptcy Act, 1869.**

In the County Court of Northamptonshire, holden at Northampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Goodman, of Raunds, in the county of Northampton, Plumber, Glazier, Painter, 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 offices of Messrs. Burnham and Henry, High-street, Wellingborough, in the said county of Northampton, on the 6th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1875.

BURNHAM and HENRY, Wellingborough, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Elmer, of Somersham, in the county of Huntingdon, Woollen Draper, Tailor, and Hatter.

**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 Wentworth Hotel, in the city of Peterborough, on the 26th day of November, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

DEACON and WILKINS, Peterborough, Solicitors 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 Martha Jones, of the Royal Hotel, Clevedon, in the county of Somerset, Hotel Keeper.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Talbot Hotel, Victoria-street, Bristol, on the 14th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1875.

RALPH CHAPMAN, Rectory-road, Weston-super-Mare, Solicitor 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 Charles Albert Nicholls, of Clevedon, in the county of Somerset, Wine and Spirit Merchant.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Talbot Hotel, Victoria-street, Bristol, on the 14th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

RALPH CHAPMAN, Rectory-road, Weston-super-Mare, Solicitor 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 William Henry Parker, of 5, Pembroke-street, in the city and county of Bristol, Fly Proprietor and Driver.

**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. Harry Hughes Beckingham, Solicitor, Albion-chambers, Small-street, Bristol, on the 3rd day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

H. H. BECKINGHAM, Albion-chambers, Small-street, Bristol, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Evison, of Old Leake, in the county of Lincoln, Farmer.

**N**OTICE 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 Benjamin Bissill Dyer, Solicitor, Church-lane, Boston, in the county of Lincoln, on the 4th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

B. B. DYER, Solicitor for the said Thomas Evison.

## The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Young, of Boston, in the county of Lincoln, Silversmith.

**N**OTICE 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. George William Thomas, Solicitor, No. 4, Emery-lane, Boston, in the county of Lincoln, on the 29th day of November, 1875, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1875.

GEO. WM. THOMAS, Solicitor for the said William Henry Young.

## The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Hookaday, of No. 2, Radnor-street, Plymouth, in the county of Devon, formerly of Saint Austell, in the county of Cornwall, Gentleman.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Farley's Hotel, Union-street, Plymouth, on the 4th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1875.

JNO. RICHD. COLLINS, of Bodmin, Solicitor for the said Smael Hookaday.

## 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 Moore, of Watford, in the county of Hertford, Auctioneer, Land Agent, and Surveyor.

**N**OTICE 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. Laundry Harrison Harris and Caldicott, 33, King-street, Cheapside, in the city of London, on the 3rd day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 13th day of November, 1875.

CHARLES MOORE.

## The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Efford, of 39, Cherry Garden-street, Devonport, and Henry Harvey, of 30, Princess-street, Devonport, carrying on business under the firm of Efford and Harvey, at 24, Granby-street, Devonport, Builders and Carpenters.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at our offices, No. 24, Ker-street, Devonport, on the 6th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1875.

BEER and RUNDLE, of 24, Ker-street, Devonport, Solicitors for the said Debtors.

## The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Waters Eldridge, of No. 152, North-street, and No. 12, Buckingham-road, Brighton, in the county of Sussex, Surveyor and Builder.

**N**OTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Old Ship Hotel, Brighton aforesaid, on the 29th day of November, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

BLACK, FREEMAN, and GELL, 58, Ship-street, Brighton, Solicitors for the said William Waters Eldridge.

## The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Sheppard, of No. 74, Edward-street, Brighton, in the county of Sussex, Draper.

**N**OTICE 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. Smith, Fawdon, and Low, No. 12, Bread-street, Cheapside, in the city of London, on the 8th day of December, 1875, at a quarter-past twelve o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

CHARLES LAMB, 14, Ship-street, Brighton, Solicitor for the said Alfred Sheppard.

## The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Knight, of No. 100, London-road, Brighton, in the county of Sussex, Cattle Dealer.

**N**OTICE 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. K. Nye, Solicitor, 9, North-street, Brighton aforesaid, on the 3rd day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1875.

J. K. NYE, 9, North-street, Brighton, Solicitor for the said John Knight.

## The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Baker, of Stockton-on-Tees, in the county of Durham, Photographer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Abbott's Railway Hotel, in York, in the county of York, the 7th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 16th day of November, 1875.

J. H. DRAPER, Stockton-on-Tees, Solicitor 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 Joseph Simmonett, of Skinner-street, Stockton-on-Tees, in the county of Durham, Coach Builder, carrying on business in copartnership with William Heslewood, under the style or firm of Simmonett and Heslewood, in William-street, Stockton-on-Tees.

**N**OTICE 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 Robinson, Chancery-lane, Darlington, in the county of Durham, on the 8th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

WILL. ROBINSON, Solicitor 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 John George Butterfield, of No. 6, South-street, in Middlesborough, in the North Riding of the county of York, Draper and Hosier.

**N**OTICE 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. Joshua Crowther and Company, Bath-chambers, 39, York-street, in the city of Manchester, in the county of Lancaster, on the 7th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1875.

JNO. PEACOCK, 7, Zetland-road, Middlesborough, Solicitor 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 John Hunter, of High-street, Spennymoor, in the county of Durham, Grocer and Provision Dealer.

**N**OTICE 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. Sherwood and Company, No. 1, John-street, Sunderland, in the county of Durham, Accountants, on the 7th day of December, 1875, at one o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

JOHN HUNTER.

**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 James Waters, of Cornsay Colliery, in the county of Durham, Grocer and General Provision Merchant.

**N**OTICE 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. Daniel Edward Stanford, Solicitor, 21, Collingwood-street, Newcastle-upon-Tyne, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

D. EDWD. STANFORD, 21, Collingwood-street, Newcastle-upon-Tyne, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Cumberland, holden at Carlisle.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Dalton, of No. 21, Albert-street, Penrith, in the county of Cumberland, Slater.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Henry Richardson, at No. 3, Saint Andrew's-place, Penrith aforesaid, Solicitor, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

HENRY RICHARDSON, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Cumberland, holden at Carlisle.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Asken Boustead, of Wigton, in the county of Cumberland, Ironmonger.

**N**OTICE 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. McKeever, Solicitor, Wigton, on the 26th day of November, 1875, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1875.

JAMES MCKEEVER, Wigton, Cumberland, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Cumberland, holden at Whitehaven.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Fearon, of 1, Gregg's-lane, Whitehaven, and of Linsdale-place, Miresly, both in the county of Cumberland, Wine and Spirit Merchant.

**N**OTICE 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 McKelvie, Solicitor, 13, Sandhills-lane, Whitehaven aforesaid, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

JNO. MCKELVIE, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Shropshire, holden at Madeley.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Smith, of the Bird in Hand Inn, Castle-street, Bridgnorth, in the county of Salop, Builder and Licensed Victualler.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Golden Lion Inn, High-street, Bridgnorth aforesaid, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

RICHARD FREE, 15, Temple-row, Birmingham, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Monmouthshire, holden at Newport.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William George Thomas, of the King's Head Inn, in the parish of Risca, and of Tredegar-street, North Risca, in the parish of Myny-ddwylwyn, both in the county of Monmouth, and formerly of the Swan Hotel, and of 98, Bridgend-road, Maesteg, in the parish of Llangyoned, in the county of Glamorgan, Innkeeper, Grocer, and Coal Pit Sinker, carrying on the business of a Coal Pit Sinker in partnership with John Howells, at Risca aforesaid, and until lately at Bryn Cathin, near Bridgend, in the said county of Glamorgan, under the style or firm of Thomas and Howells.

**N**OTICE 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. Frederick Vaughan, Solicitor, at No. 9, Dock-street, Newport, in the county of Monmouth, on the 8th day of December, 1875,

at one o'clock in the afternoon precisely.—Dated this 20th day of November, 1875.

FRED. VAUGHAN, Newport, Monmouthshire, Solicitor for the said William George Thomas.

**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 Harry Adolphus Norman, of No. 3, Half Moon-street, in the town of Portsea, in the county of Hants, Trunk and Portmanteau Manufacturer, and Dealer in Fancy Goods.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Saint George's Hotel, Saint George's-square, in the town of Portsea, in the county of Hants, on the 2nd day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1875.

GEORGE FELTHAM, 5, Union-street, Portsea, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Portsmouth.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Strickland, of Cosham, in the parish of Wymering, in the county of Hants, House Decorator and Plumber.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. G. H. King, 43, North-street, Portsea, in the said county of Hants, on the 14th day of December, 1875, at four o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

GEOE. HALL KING, 43, North-street, Portsea, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Southampton.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Walter Smith Luke, of Oak Bank-yard, Ithen, in the parish of Saint Mary Extra, in the county of Southampton, Yacht and Boat Builder.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 19, Portland-street, Southampton, on the 8th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

JOSEPH ROBINS, 19, Portland-street, Southampton, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Southampton.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Bennett, of Marine Lodge Chapel, in the town and county of Southampton, Carman.

**N**OTICE 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. E. R. V. Shutte, No. 23, Portland-street, in the town and county of Southampton, on the 7th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

E. R. V. SHUTTE, 23, Portland-street, Southampton, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Southampton.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Gray, of No. 94, High-street, Lympington, in the county of Southampton, Saddler and Harness Maker.

**N**OTICE 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. E. R. V. Shutte, No. 23, Portland-street, Southampton, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

E. R. V. SHUTTE, 23, Portland-street, Southampton, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Southampton.  
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Rawlance, of Brockenhurst, in the county of Hants, Shoemaker.

**N**OTICE 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. E. R. V. Shutte, No. 23, Portland-street, Southampton, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

E. R. V. SHUTTE, 23, Portland-street, Southampton, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Merthyr Tydfil.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Evans, of No. 20, Mary Ann-street, Dowlais, and of No. 30, Mount Pleasant-street, Dowlais, in the county of Glamorgan, Grocer and Colliery Proprietor.

**N**OTICE 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. W. H. Williams and Co., Public Accountants, Exchange, Bristol, on the 3d day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

C. F. and G. JAMES, 134, High-street, Merthyr Tydfil, Solicitors for the said Debtor.

## 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 Stephen Davies, of the White Horse, Penyarden, Merthyr Tydfil aforesaid, and now in lodgings at No. 5, Sand-street, Dowlais, Merthyr Tydfil aforesaid, out of business.

**N**OTICE 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 Beddoe, 34, Victoria-street, Merthyr Tydfil aforesaid, Solicitor, on the 4th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1875.

WM. BEDDOE, Merthyr Tydfil, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Cardiff. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Howell, of the Plough and Harrow Inn, Monk-nash, near Bridgend, in the county of Glamorgan, Inn Keeper and Builder.

**N**OTICE 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, 18, High-street, Cardiff aforesaid, on the 7th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1875.

M. MORGAN, 18, High-street, Cardiff, Solicitor 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 Henry Smith, of 37, Waterloo-street, Swansea, in the county of Glamorgan, Shopman, late of 15, Wind-street, Swansea aforesaid, Outfitter.

**N**OTICE 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. 4, Fisher-street, Swansea aforesaid, on the 30th day of November, 1875, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1875.

CHARLES HENRY GLASCODINE, 4, Fisher-street, Swansea, Solicitor for the said Henry Smith.

## The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Wood, of Tennant-street and John-street, Hebburn New Town, and of Carr-street, Commercial-buildings, Hebburn Quay, both in the county of Durham, Grocer and Provision Dealer.

**N**OTICE 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 John Alderton Bush, 3, St. Nicholas-buildings, Newcastle-upon-Tyne, on the 1st day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1875.

J. A. BUSH, 3, St. Nicholas-buildings, Newcastle-upon-Tyne, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hart, of the Royal-arcade, and Grainger-street West, in the town and county of Newcastle-upon-Tyne, Auctioneer and Furniture Dealer.

**N**OTICE 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, John Fleming, at 24, Grainger-street West, New-

castle-upon-Tyne, on the 2nd day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 15th day of November, 1875.

JOHN FLEMING, 24, Grainger-street West, Newcastle-upon-Tyne, Solicitor for the said John Hart.

## 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 Henry Lucas Turner, of 55, Falconar-street, in the borough and county of Newcastle-upon-Tyne, and carrying on business as a Solicitor, at 69, Pilgrim, in the borough and county of Newcastle-upon-Tyne aforesaid.

**N**OTICE 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. William Lockey Harle and Company, Solicitors, No. 2, Akenside-hill, in the borough and county of Newcastle-upon-Tyne, on the 4th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

WM. LOCKEY HARLE, 2, Akenside-hill, Newcastle-upon-Tyne, Solicitor for the said Debtor.

## The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jacob Jackson, of 20, Bull-ring, North Shields, in the county of Northumberland, Outfitter.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Robert Blair, Solicitor, 84, King-street, South Shields, on the 8th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 19th day of November, 1875.

ROBT. BLAIR, 84, King-street, South Shields, Solicitor for the said Jacob Jackson.

## 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 James Smith, of Lyon-street and James-street, Hebburn Quay, in the county of Durham, Grocer and Provision Dealer, Wholesale Spirit Merchant, and Beerhouse Keeper, and lately carrying on business in partnership with John Hutchinson as a Railway Contractor.

**N**OTICE 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 Grieves Mabane, at No. 2, Barrington-street, South Shields, the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

T. G. MABANE, 2, Barrington-street, South Shields, Solicitor for the said James Smith.

## 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 Nicholas Metherell Wotton, of No. 6, Bigg-market, in the borough and county of Newcastle-upon-Tyne, Commission Agent.

**N**OTICE 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 Lionel William Winship, Victoria-buildings, Grainger-street West, Newcastle-upon-Tyne, on the 6th day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

LIONEL WM. WINSHIP, Victoria-buildings, Grainger-street West, Newcastle-upon-Tyne, Solicitor for the said Nicholas Metherell Wotton.

## 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 Margaret Mordue, of No. 44, Pilgrim-street, Newcastle-upon-Tyne, Widow, News Agent and Stationer.

**N**OTICE 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. Legge and Denison, Solicitors, No. 72, Grey-street, Newcastle-upon-Tyne, on the 3rd day of December, 1875, at two o'clock in the afternoon precisely.—Dated this 18th day of November, 1875.

LEGG and DENISON, 72, Grey-street, Newcastle-upon-Tyne, Solicitors for the said Margaret Mordue.

**The Bankruptcy Act, 1869.**

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Turner, of Morpeth, in the county of Northumberland, Chemist and Druggist.

**N**OTICE 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 Nicholson, Solicitor, Bridge-street, Morpeth, on the 3rd day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

THOS. NICHOLSON, Bridge-street, Morpeth, Solicitor for the said Debtor.

**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 Walter Pearce, of the Crown Inn, Wolverhampton-road, Sedgley, in the county of Stafford, Licensed Victualler.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Joseph Stokes, No. 1, Priory-street, Dudley, in the county of Worcester, on the 6th day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

JOS. STOKES, No. 1, Priory-street, Dudley, Solicitor for the said Debtor.

**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 John Robinson Atkinson, of Stone-street, Dudley, in the county of Worcester, Cabinet Maker and Upholsterer.

**N**OTICE 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 and Garter Hotel, Victoria-street, Wolverhampton, in the county of Stafford, on the 1st day of December, 1875, at twelve o'clock at noon precisely.—Dated this 15th day of November, 1875.

JOS. STOKES, No. 1, Priory-street, Dudley, Solicitor for the said Debtor.

**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 Thomas Wellings, of Brierley-lane, Boman's Hill, in the parish of Sedgley, in the county of Stafford, Bricklayer.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. J. E. Fellows, Solicitor, Mount Pleasant, Bilston, on the 4th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

JNO. E. FELLOWS, Mount Pleasant, Bilston, Solicitor for the said Thomas Wellings.

**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 William Henry Pine, of Lowestoft, in the county of Suffolk, Fishing Boat Owner.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 148, High-street, Lowestoft, on the 6th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1875.

WILLIAM RIX SEAGO, 148, High-street, Lowestoft, Solicitor for the said William Henry Pine.

**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 Thomas Brain Baker, of Lowestoft, in the county of Suffolk, Tailor and Hatter.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 23, John William-street, Huddersfield, in the county of York, on the 7th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

R. B. NICHOLSON, 2, London-road, Lowestoft, Solicitor for the said Thomas Brain Baker.

**The Bankruptcy Act, 1869.**

In the County Court of Norfolk, holden at Norwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Cowles, of Rockland All Saints, in the county of Norfolk, Farmer, Dealer, and Cowkeeper.

**N**OTICE 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. Samuel

No. 24269.

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Culley and Co., Accountants, Queen-street, in the city of Norwich, on the 4th day of December, 1875, at half-past eleven o'clock in the forenoon precisely.—Dated this 18th day of November, 1875.

WILKINSON and SLANN, Attleborough, Norfolk, Solicitors for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Norfolk, holden at Norwich. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by the Reverend Frederic William Kent, of East Barsham, in the county of Norfolk, Clerk in Holy Orders.

**N**OTICE 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. Kent, Watson, and Watson, of Fakenham, in the county of Norfolk, Solicitors, on the 17th day of December, 1875, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1875.

GEORGE A. WATSON, Solicitor for the said Frederic William Kent.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Jackson, of Newark-upon-Trent, in the county of Nottingham, Furniture Dealer and Clothier.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Robin Hood Inn, Newark-upon-Trent, in the county of Nottingham, on the 6th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1875.

GEORGE BELK, No. 7, Middle-pavement, Nottingham, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Rogers, of Pall Mall, Melton Mowbray, in the county of Leicester, Baker and Green Grocer.

**N**OTICE 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. Fowler, Smith, and Warwick, Solicitors, Gray Friars-chambers, Friar-lane, Leicester, on the 8th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1875.

FOWLER, SMITH, and WARWICK, Friar-lane, Leicester, Solicitors for the said William Rogers.

**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 Henry Taylor, of the Duke of York Inn, Princess-street, Wolverhampton, in the county of Stafford, Licensed Victualler.

**N**OTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Barrow, Solicitor, 48, Queen-street, Wolverhampton, on the 30th day of November, 1875, at eleven in the forenoon precisely.—Dated this 17th day of November, 1875.

CHAS. BARROW, 48, Queen-street, Wolverhampton, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire, holden at Stafford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Leason and Francis Rudd, both of Stafford, in the county of Stafford, Shoe Manufacturers, lately trading in copartnership under the style or firm of Leason and Rudd.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the Vine Hotel, at Stafford aforesaid, on the 3rd day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

WM. MORGAN, Stafford, Solicitor for the said Debtors.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire, holden at Stafford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Leason and Francis Rudd, both of Stafford, in the county of Stafford, Shoe Manufacturers, lately trading in copartnership under the style or firm of Leason and Rudd.

**N**OTICE is hereby given, that a First General Meeting of the creditors of the above-named Francis Rudd has been summoned to be held at the Vine Hotel,

at Stafford aforesaid, on the 3rd day of December, 1875, at half-past three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

WM. MORGAN, Stafford, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire holden at Stafford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Leason and Francis Rudd, both of Stafford, in the county of Stafford, Shoe Manufacturers, lately trading in copartnership, under the style or firm of Leason and Rudd.

**NOTICE** is hereby given, that a First General Meeting of the creditors of the above-named John Leason has been summoned to be held at the Vine Hotel, at Stafford aforesaid, on the 3rd day of December, 1875, at four o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

WM. MORGAN, Stafford, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire, holden at Stafford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Lewis, of Stafford, in the county of Stafford, Shoe Manufacturer, trading under the style or firm of Lewis and Company, and formerly trading in copartnership with George Till, as Shoe Manufacturers, at Stafford aforesaid, under the style or firm of Lewis and Till.

**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 Vine Hotel, at Stafford aforesaid, on the 2nd day of December, 1875, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1875.

WM. MORGAN, Stafford, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire, holden at Stafford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Rudd, of the Turk's Head, Tipping-street, Stafford, in the county of Stafford, 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. Frederick Great-Rex, Solicitor, Bank-chambers, Stafford aforesaid, on the 8th day of December, 1875, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1875.

FREDERICK GREAT-REX, Bank-chambers, Stafford, Solicitor for the said Debtor.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire, holden at Walsall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Birch, of Cheslyn Hay, near Walsall, in the county of Stafford, Charter Master.

**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. Joseph Edward Sheldon, 51, High-street, Wednesbury, in the county of Stafford, on the 27th day of November, 1875, at eleven o'clock in the forenoon precisely.—Dated this 20th day of November, 1875.

JOSEPH E. SHELDON, Wednesbury, Solicitor 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 Stephen Thompson, of Hope-street, Hanley, in the county of Stafford, Smallware 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 Queen's Hotel, Hanley aforesaid, on the 30th day of November, 1875, at eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1875.

B. A. SHIRES, Market-street, Leicester, Solicitor 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 Morison, of 27, Goodman's-yard, Minories, and of Hackney Wick, both in the county of Middlesex, also of No. 21, Billiter-street, in the city of London, Merchant and Manufacturer, Ship Owner and Ship and

Insurance Broker, trading at the last-mentioned place as John Morison and Co.

**NOTICE** is hereby given, that a Special Meeting of the Creditors of the above-named debtor will be holden at the office of the Trustee, Mr. Robert Fletcher, No. 2, Moorgate-street, in the city of London, on the 3rd day of December next, at two o'clock in the afternoon precisely, for the following purposes:—1st. To explain the reasons for not declaring a dividend as required by the 41st section of the Bankruptcy Act, 1869; 2nd. To receive and consider a statement of the assets and liabilities and the present state of the liquidation and the future course of procedure; 3rd. To consider an application by the debtor for granting unto him his discharge, which application is supported by the Committee of Inspection, and to grant such discharge.—Dated 23rd November, 1875.

PHELPS and SIDGWICK, 3, Gresham-street, Solicitors to the Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Halifax. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Francis Whitworth Crossley, of Bank Ware Mill, Sowerby Bridge, in the parish of Halifax, in the county of York, Drysalter, trading under the style or firm of Frank Crossley and Co.

**NOTICE** is hereby given, that a General Meeting of the Creditors of the above-named Francis Whitworth Crossley will be held at the offices of Mr. Walter Storey, Solicitor, Cheapside, Halifax, on Monday, the 29th day of November, 1875, at four o'clock in the afternoon, for the following purposes:—1st. To pass the Trustee's accounts; 2nd. To fix the close of the liquidation; 3rd. To release the Trustee; 4th. To grant the debtor his discharge.—Dated this 19th day of November, 1875.

FREDERICK FOSTER, of the firm of Foster Roberts, and Co., Public Accountants, 31, Silver-street, Halifax, Trustee under the Liquidation.

**The Bankruptcy Act, 1869.**

In the County Court of Worcestershire, holden at Worcester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Ganderton, of Bishampton, in the county of Worcester, Tailor, Draper, and Retail Beer Seller.

**A GENERAL** Meeting of the Creditors of the above-named William Ganderton will be held in accordance with the provisions of the said Act (section 125, clause 9), at the office of Mr. Richard Joseph Williams Pitt, Attorney-at-Law, the Avenue, Cross, Worcester, on the 27th day of November, 1875, at three o'clock in the afternoon, for the following purposes:—Auditing the accounts of the Trustee; fixing the remuneration of the Trustee; releasing the Trustee; closing the liquidation.—Dated this 17th day of November, 1875.

DAVID SHAW, Accountant, Pierpoint-street, Worcester, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Monmouthshire, holden at Newport.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Lewis, of Park End, in the parish of West Dean, in the county of Gloucester, Grocer and Draper, trading under the style or firm of William Lewis and Son.

**A MEETING** of the Creditors of the above-named William Lewis will be held at the office of Messrs. Tribe, Clarke, and Company, No. 30, High-street, Newport, Monmouthshire, on the 8th day of December, 1875, twelve o'clock at noon, for the purpose of considering the propriety of sanctioning the acceptance by the Trustee of a composition offered by the above-named debtor, or the assent by the Trustee to a scheme of settlement of the affairs of the said debtor.—Dated this 19th day of November, 1875.

R. B. EVANS,  
JAMES COLLINS, Jun., Trustees.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Donald Nicoll, of 58 and 59, Paternoster-row, in the city of London, Wholesale Clothier and Warehouseman.

**THE** creditors of the above-named Donald Nicoll who have not already proved their debts, are required, on or before the 10th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Henry John Walter, of 34, Gresham-street, in the city of London, Accountant, and George Norton Read, of Albert-buildings, Queen Victoria-street, in the city of London, Accountant, the Trustees

under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1875.

H. J. WALTER,  
GEO. N. READ, Trustees.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Lingwood, of 34 and 35, Edward-street, Bethnal Green, in the county of Middlesex, and of No. 20, Wedian-road, Clapton, in the county of Middlesex, Fancy Trimming Manufacturer.

**T**HE creditors of the above-named Robert Lingwood who have not already proved their debts, are required, on or before the 30th day of November, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Field, of No. 26, Leadenhall-street, in the city of London, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1875.

WILLIAM FIELD, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Bolton. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Grant Urquhart, of No. 65, St. John-street, Bolton, in the county of Lancaster, Draper.

**T**HE creditors of the above-named James Grant Urquhart who have not already proved their debts, are required, on or before the 10th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Henry Youngusband, of Britannia-buildings, Oxford place, Leeds, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1875.

T. H. YOUNGHUSBAND, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Bolton. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Hadfield, of 53, High-street, Bolton, in the county of Lancaster, Joiner and Builder.

**T**HE creditors of the above-named Thomas Hadfield who have not already proved their debts, are required, on or before the 30th day of November, 1875, to send their names and addresses, and the particulars of their debts or claims to the undersigned, Joseph Robertshaw, of Bolton aforesaid, Timber Merchant, or John Blake Dillon, of Bolton aforesaid, Timber Merchant, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1875.

JOSEPH ROBERTSHAW,  
JOHN BLAKE DILLON, Trustees.

**The Bankruptcy Act, 1869.**

In the County Court of Oxfordshire, holden at Oxford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Jesse Wilkins, of Chipping Norton, in the county of Oxford, Publican and Lun-keeper.

**T**HE creditors of the above-named Jesse Wilkins who have not already proved their debts, are required, on or before the 3rd day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Henry Saunders, of Chipping Norton, in the county of Oxford, Solicitor, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1875.

G. H. SAUNDERS, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Glamorganshire, holden at Swansea. In the Matter of Proceedings for Liquidation by Arrangement or Composition instituted by Sidney Frederick Charles Old and John Richard Down, of Adelaide-street, Swansea, in the county of Glamorgan, lately carrying on business together in partnership under the style or firm of Sidney Old Down and Company, as Shipowners, Merchants, and Brokers.

**T**HE creditors of the above-named Sidney Frederick Charles Old and John Richard Down who have not already proved their debts, are required, on or before the 1st day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Richard Garnant Cawker, of 10, Temple-street, Swansea, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1875.

R. G. CAWKER, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Dewsbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Matthew Johnson, of Savile-Town, in the parish of Thornhill, and also of Batley Carr, near Dewsbury, both in the county of York, Woolen Manufacturer.

**T**HE creditors of the above-named Matthew Johnson who have not already proved their debts, are required, on or before the 9th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Joseph Dobson Good, of Dewsbury, in the county of York, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1875.

JOSEPH D. GOOD, 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 Frederick Leihenseder, of Bradford, in the county of York, Coach Builder.

**T**HE creditors of the above-named Frederick Leihenseder who have not already proved their debts, are required, on or before the 15th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Alfred Bray Hooper, of 55, Tyrrel-street, in Bradford aforesaid, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1875.

A. B. HOOPER, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Sheffield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Samuel Robert Clarke, of 195, Whitham-road, Broomhill, Sheffield, in the county of York, Grocer and Provision Dealer.

**T**HE creditors of the above-named Samuel Robert Clarke who have not already proved their debts, are required, on or before the 10th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Bennett, Accountant, of 50, Norfolk-street, Sheffield, 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, 1875.

ED. BENNETT, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Fawcus and Robert Special Fawcus, both of Seaton Carew, in the county of Durham, carrying on business in partnership as Merchants, under the style of Fawcus, Fawcus, and Co., at West Hartlepool, in the county of Durham, and at the town and county of Newcastle-upon-Tyne.

**T**HE creditors of the above-named Henry Fawcus who have not already proved their debts, are required, on or before the 2nd day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Young Strachan, of the firm of T. Y. Strachan, Ormond, and Taylor, 18, Grainger-street West, Newcastle-upon-Tyne, 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, 1875.

T. Y. STRACHAN, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Northumberland, holden at Newcastle.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Fawcus and Robert Special Fawcus, both of Seaton Carew, in the county of Durham, carrying on business in partnership as Merchants under the style of Fawcus, Fawcus, and Co., at West Hartlepool, in the county of Durham, and at the town and county of Newcastle-upon-Tyne.

**T**HE creditors of the above-named Robert Special Fawcus who have not already proved their debts, are required, on or before the 2nd day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Young Strachan, of the firm of T. Y. Strachan, Ormond, and Taylor, 18, Grainger-street West, Newcastle-upon-Tyne, 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, 1875.

T. Y. STRACHAN, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Booth Cranston, of Easington, near Lofthouse, in the county of York, Grocer and Butcher.

**T**HE creditors of the above-named Booth Cranston who have not already proved their debts, are required, on or before the 16th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Francis John Hext Bellringer, 56, High-street, Stockton-on-Tees, 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, 1875.

F. J. HEXT BELLRINGER, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Smith, of South Stockton, in the county of York, Timber Merchant, the sole surviving partner of the late firm of Thomas Hopper and Company, of South Stockton aforesaid, Timber Merchants.

**T**HE creditors of the above-named William Smith who have not already proved their debts, are required, on or before the 16th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Francis John Hext Bellringer, 56, High-street, Stockton-on-Tees, 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, 1875.

F. J. HEXT BELLRINGER, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Isaiah Holmes, of the Earl Grey Inn, Walsall-street, Wolverhampton, in the county of Stafford, Licensed Victualler, trading as such under the name of Mary Isaacs.

**T**HE creditors of the above-named Isaiah Holmes who have not already proved their debts, are required, on or before the 1st day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Whitmore Aston, of Upper Penn, Wolverhampton, in the county of Stafford, Maltster, 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, 1875.

WHITMORE ASTON, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Somersetshire, holden at Frome. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Stephen Carpenter, of Sutton Veny, in the county of Wilts, Farmer.

**T**HE creditors of the above-named Stephen Carpenter who have not already proved their debts, are required, on or before the 1st day of December, 1875, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Richard Bedford, of Warminster, in the county of Wilts, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1875.

RICHD. BEDFORD, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Derbyshire, holden at Derby. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edwin Welch Harvey, of No. 16, Friar-gate, Derby, Joiner and Builder.

**T**HE creditors of the above-named Edwin Welch Harvey who have not already proved their debts, are required, on or before the 1st day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Louth Wykes, of Little Eaton, near Derby, the trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1875.

J. L. WYKES, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Derbyshire, holden at Derby. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Wall, of Darley-hill Side, in the county of Derby, Stonemason and Beer-house Keeper.

**T**HE creditors of the above-named Thomas Wall who have not already proved their debts, are required, on or before the 1st day of December, 1875, to send their

names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Louth Wykes, of Little Eaton, near Derby, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 15th day of November, 1875.

J. L. WYKES, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Leicestershire, holden at Leicester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Jones, residing at No. 10, the Crescent, King-street, Leicester, in the county of Leicester, and carrying on business at No. 4, Millstone-lane, in Leicester aforesaid, as an Accountant, Sharebroker, and Estate Agent.

**T**HE creditors of the above-named Charles Jones who have not already proved their debts, are required, on or before the 6th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Marris, of No. 6, Friar-lane, Leicester, 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, 1875.

W. H. MARRIS, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Denbighshire, holden at Wrexham. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Hugh Jones, of the Queen Hotel, Corwen, in the county of Merioneth, Hotel Keeper and Commission Agent.

**T**HE creditors of the above-named Hugh Jones who have not already proved their debts, are required, on or before the 6th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Llewelyn Adams, of Ruthen, in the county of Denbigh, 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, 1875.

LLEWYN ADAMS, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Ball, of Willoughby-street, New Lenton, in the county of Nottingham, Plumber, Glazier, and Gas Fitter.

**T**HE creditors of the above-named George Ball who have not already proved their debts, are required, on or before the 1st day of December, 1875, to send their names, and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Leman, of Nottingham, Accountant, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1875.

THOMAS LEMAN, Trustee.

**The Bankruptcy Act, 1869.**

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Bingham, of Sturton-en-le-Steeple, in the county of Nottingham, Farmer.

**T**HE creditors of the above-named James Bingham who have not already proved their debts, are required, on or before the 8th day of December, 1875, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frank Wilkinson, of the High House, Sturton-en-le-Steeple aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 17th day of November 1875.

FRANK WILKINSON, 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 Cyrus Hallett, Edwin Eccles Manning, and Henry Prentis, carrying on business in copartnership at No. 160, Leadenhall-street, in the city of London, as Merchants and Insurance Brokers, under the style or firm of Hallett, Manning, and Prentis.

**J**OSEPH JOHN SAFFERY, of 14, Old Jewry-chambers, in the city of London, Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debt to the trustee.—Dated this 17th day of November, 1875.

**The Bankruptcy Act, 1869.****In the London Bankruptcy Court.**

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Cyrus Hallett, Edwin Eccles Manning, and Henry Prentis, carrying on business in copartnership at 150, Leadenhall-street, in the city of London, as Merchants and Insurance Brokers, under the style or firm of Hallett, Manning, and Prentis.

Separate Estate of the said Cyrus Hallett.

**J**OSEPH JOHN SAFFERY of 14, Old Jewry-chambers, in the city of London, Accountant, has been appointed trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1875.

**The Bankruptcy Act, 1869.****In the London Bankruptcy Court.**

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Cyrus Hallett, Edwin Eccles Manning, and Henry Prentis, carrying on business in copartnership at 150, Leadenhall-street, in the city of London, as Merchants and Insurance Brokers, under the style or firm of Hallett, Manning, and Prentis.

Separate Estate of the said Edwin Eccles Manning.

**J**OSEPH JOHN SAFFERY, of 14, Old Jewry-chambers, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1875.

**The Bankruptcy Act, 1869.****In the London Bankruptcy Court.**

In the Matter of Proceedings for Liquidation by arrangement or Composition with Creditors, instituted by Cyrus Hallett, Edwin Eccles Manning, and Henry Prentis, carrying on business in copartnership at 150, Leadenhall-street, in the city of London, as Merchants and Insurance Brokers, under the style or firm of Hallett, Manning, and Prentis.

Separate Estate of the said Henry Prentis.

**J**OSEPH JOHN SAFFERY, of 14, Old Jewry-chambers, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debt to the trustee.—Dated this 17th day of November, 1875.

**The Bankruptcy Act, 1869.****In the London Bankruptcy Court.**

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edgar Douglas Alexander, of Springfield Brewery, Sydenham, in the county of Kent, Brewer, also carrying on business at No. 2, Roland-terrace, Wells-road, Sydenham aforesaid, as a Beer Retailer and Tobacconist, also carrying on business at No. 72, Commercial-road, Peckham, in the county of Surrey, as a Wine and Spirit Merchant.

**H**ARRINGTON EVANS BROAD, of 35, Walbrook, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not proved their debts must forward their proofs of debts to the trustee.—Dated this 15th day of November, 1875.

**The Bankruptcy Act, 1869.****In the London Bankruptcy Court.**

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Kelland, of 124A, Wood-street, in the city of London, and 37, Basinghall-street, Leeds, in the county of York, trading under the firm or style of Barelli, Kelland, and Co., Cloth Merchants.

**B**ENJAMIN GEORGE ANCHOR, of 143, Wool Exchange, Basinghall-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 17th day of November, 1875.

No. 24296.

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**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 Gregory Penney, of 11 and 12, Great Tower-street, in the city of London, and of the Albany, Old Hall-street, Liverpool, in the county of Lancaster, Merchant, trading under the style of C. Gregory Penney and Co.

**S**AMUEL MOORE GORDON, of 79, Cornhill, in the city of London, Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 16th day of November, 1875.

**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 James Downes, of No. 110, Oldham-road, in the city of Manchester, Confectioner.

**T**HEOPHILUS HALL, of 25, Oldham-road, in the city of Manchester, Flour Dealer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1875.

**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 James Pearce, of Deanagate, Manchester, in the county of Lancaster, Grocer and Italian Warehouseman.

**F**RANCIS WRIGHT, of Exchange-street, Manchester, in the county of Lancaster, Grocer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1875.

**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 George Frederick Kighley, of Nos. 9 and 37, Swan-street, 174 and 184, Stretford-road, all in Manchester, in the said county, Boot and Shoe Merchant.

**E**DWARD SIMPSON CROASDELL, of 57, Princess-street, in the city of Manchester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the County Court of Lancashire, holden at Manchester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Calow, of Sophia-street and Nicholson-street, Rochdale-road, and residing at 15, Hendham-vale, Harpurhey, all in Manchester, in the county of Lancaster, Wheelwright and Smith.

**J**OHAN JOSEPH GRAHAM, of Saint George's-chambers, Cross-street, Manchester, in the county of Lancaster, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1875.

**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 Gaunt, of 389, Stretford-road, in the township of Stretford, in the county of Lancaster, Plumber and Painter.

**D**AVID SPARY, of 73, Princess-street, Manchester, in the county of Lancaster, Solicitor's Clerk, 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 19th day of November, 1875.

**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 Thomas Wadsworth, residing at 91, Henshaw-street, and carrying on business at 5A, Manchester-street, both in Oldham, in the county of Lancaster, Ale and Porter Merchant.

**JAMES-TAYLOR**, of 28A, Clegg-street, in Oldham, in the county of Lancaster, Accountant, and Edwin Banks Harding, of Brown-street, in the city of Manchester, 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 20th day of November, 1875.

**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 Sarah Ellen Hirst, of No. 44, Yorkshire-street, in Oldham, in the county of Lancaster, Grocer.

**HUGH SHAW**, of No. 2, Clegg-street, in Oldham aforesaid, Auctioneer, 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 19th day of November, 1875.

**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 George Lowrie, of No. 54, High-street, Spennymoor, in the county of Durham, Hosier.

**JAMES LOMAS**, of Leeds, in the county of York, Merchant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the County Court of Northumberland, holden at Newcastle. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Kirton, of Bath-lane, in the borough and county of Newcastle-upon-Tyne, Cartwright and Waggon Builder.

**THOMAS GILLESPIE**, of Morpeth, in the county of Northumberland, Public Accountant, and John Martin Winter, of the borough and county of Newcastle-upon-Tyne, 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 trustee.—Dated this 20th day of November, 1875.

**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 Thomas Horne, of Winlaton, in the county of Durham, Grocer.

**GEORGE GREENER ELLIOTT**, of No. 76, Grey-street, Newcastle-upon-Tyne, 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 to the trustee.—Dated this 16th day of November, 1875.

**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 John Angel Jones, of Mold, in the county of Flint, Woollen Draper, Tailor, and Hatter.

**WALTER MORRIS**, of No. 68, Fountain-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 18th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the County Court of Shropshire, holden at Madeley. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Todd, of the Bandon Arms Inn, Low Town, Bridgnorth, in the county of Salop, Licensed Victualler, Haulier, and Drillman.

**GEORGE HERBERT DOUGHTY**, of Bridgnorth, in the county of Salop, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the County Court of Lincolnshire, holden at Boston. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Hand, of Frampton, in the county of Lincoln, Farmer,

**JOSEPH BEST**, of Boston, in the county of Lincoln, Woollen Draper, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 9th day of November, 1875.

**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 Alfred Coole, of No. 3, Southgate-street, in the city of Bath, Draper.

**SILAS WILLIAM BAGGS**, of No. 28, King-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 11th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court. To John Henry Fawcett, formerly of No. 3, Essex-court, Temple, in the city of London, and since and now of No. 5, Pump-court, Temple, in the city of London, Gentleman.

In the Matter of a Debtor's Summons issued against you by James Lawrence, of No. 5, Waterloo-place, Regent-street, in the county of Middlesex, Financial Agent.

**TAKE** notice, that a Debtor's Summons having been granted against you by this Court, the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of such summons on you on the seventh day after such publication. The summons can be inspected by you on application to this Court.—Dated this 10th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the County Court of Cardiganshire, holden at Aberystwith. To Evan Fugh, of Cwmsymlog, near Aberystwith, in the county of Cardigan, Gentleman.

In the Matter of a Debtor's Summons issued against you by Evan Richards, of Morben Hall, near Machynlleth, Mining Agent.

**TAKE** notice, that a Debtor's Summons having been granted against you by this Court, the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of such summons on you on the seventh day after such publication. The summons can be inspected by you on application to this Court.—Dated this 18th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court. In the Matter of Frederick Nell, of 9, Gresham-street, in the city of London, Forwarding and Commission Agent, and Charles Harrison, of No. 10, Aldermanbury, in the said city of London, Forwarding and Commission Agent, adjudicated bankrupts on the 21st day of February, 1873.

**NOTICE** is hereby given, that a General Meeting of the joint creditors of the above-named Frederick Nell and Charles Harrison will be held at the offices of Mr. William Thomas Ogden, No. 48, Watling-street, in the city of London, on Wednesday, the 29th day of December, 1875, at three o'clock in the afternoon, for the following purposes:—1. To fix the Trustee's remuneration; 2. To consider the bankrupts' intended application to the Court for their discharge, and if desirable, to pass a reso-

lution thereon; 3. To consider whether or not the bankrupts' failure to pay 10s. in the pound on their joint estate has, in the opinion of the creditors, arisen from circumstances for which the bankrupts cannot justly be held responsible, and whether or not they desire that an Order or Orders of Discharge should be granted to them or either of them, and if desirable, to pass resolutions thereon.—Dated this 20th day of November, 1875.

W. T. OGDEN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Patrick Ennitt, of Horfield, Gloucestershire, Cattle Dealer and Farmer, adjudicated a bankrupt on the 12th day of May, 1873.

A GENERAL Meeting of the Creditors of the above-named person is hereby summoned to be held at the offices of Messrs. Denning, Smith, and Co., Shannon-court, in the city of Bristol, on Thursday, the 2nd day of December, 1875, at three o'clock in the afternoon precisely, for the passing resolutions for the following purposes; viz.:—1st. To audit the accounts of the Trustee; 2nd. To declare a Second and Final Dividend; 3rd. To settle the remuneration that shall be granted to the Trustee.—Dated this 20th day of November, 1875.

W. G. SMITH, Trustee.

In the London Bankruptcy Court.

A FIRST Dividend of 2d. in the pound has been declared in the matter of John Francis Smyth, of 5, Austin Friars, in the city of London, Stock Broker and Dealer in Stocks and Shares, adjudicated bankrupt on the 7th day of February, 1873, and will be paid by me, at my city offices, 150, Leadenhall-street, in the city of London, on Thursday, the 2nd day of December, 1875, or on any subsequent Thursday, between the hours of eleven A.M. and one P.M.—Dated this 20th day of November, 1875.

HARRY BRETT, Trustee.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 0½d. in the pound has been declared in the matter of Henry Zingler, of 22, Basinghall-street, in the city of London, Financial Agent, trading as Henry Zingler and Company, adjudicated bankrupt on the 3rd day of February, 1874, and will be paid by me, at the offices of Adolphus Selim, Esq., 21, Mincing-lane, in the city of London, on and after the 22nd day of November, 1875, between the hours of eleven and three o'clock in the day.—Dated this 15th day of November, 1875.

WALTER RICHARD JACKSON, Trustee.

In the County Court of Devonshire, holden at East Stonehouse.

A DIVIDEND of 1s. 6½d. in the pound has been declared in the matter of David McCallum, of No. 123, Union-street, Plymouth, in the county of Devon, Outfitter and Loan Agent, adjudicated bankrupt on the 8th day of May, 1873, and will be paid by me forthwith, at my office, No. 8, Union-terrace, Union-street, Plymouth, in the county Devon.—Dated this 19th day of November, 1875.

JAMES EDWIN EDWARD DAWE, Trustee.

In the County Court of Bedfordshire, holden at Luton.

A THIRD and Final Dividend of 1d. in the pound has been declared in the matter of Gilbert Marsh, of Stevenage, near Hitchin, in the county of Hertford, Farmer and Cattle Salesman, adjudicated bankrupt on the 8th day of October, 1872, and will be paid by me, at my office, situate on the Market Hill, Luton, in the county of Bedford, on Monday, the 29th day of November, 1875, and three following Mondays, between the hours of ten o'clock in the forenoon and four o'clock in the afternoon.—Dated this 17th day of November, 1875.

JOHN ROBERT BROWN, Trustee.

In the County Court of Surrey, holden at Kingston.

A FIRST and Final Dividend of 3s. in the pound has been declared in the matter of George Miles, late of Paragon-terrace, Surbiton Hill, Kingston-upon-Thames, in the county of Surrey, Grocer and Cheesemonger, adjudicated bankrupt on the 9th day of December, 1870, and will be paid by me, at my office, High-street, Kingston, on and after the 20th day of November, 1875.—Dated this 16th day of November, 1875.

JAMES BILL, Trustee.

In the County Court of Shropshire, holden at Shrewsbury.

A FIRST and Final Dividend of 8s. 11½d. in the pound has been declared in the matter of George Woollam, of Wem, in the county of Salop, Innkeeper, Builder, and Farmer, adjudicated bankrupt on the 13th day of March, 1875, and will be paid by me, at the County Court Office, Dogpole, Shrewsbury, on and after the 22nd day of November, 1875.—Dated this 19th day of November, 1875.

WM. HENRY WARD, Trustee.

Declaration of Dividend under a Petition, dated 2nd August, 1862, against Joseph Henley, John Francis Thurgood, Joseph Henley the younger, and Richard Henley, all of No. 48, High-street, borough of Southwark, in the county of Surrey, and of Ashford, in the county of Kent, Hop, Corn, and Seed Factors and Co-partners, carrying on business under the style or firm of Henley, Thurgood, and Co.

NOTICE is hereby given, that the Third Dividend at the rate of 1d. and five-thirty-seconds of one 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, 34, Lincoln's-inn-fields, 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 22, 1875.

P. PAGET, Official Assignee.

Declaration of Dividend under a Fiat, dated 12th July, 1849, against Edward Thomas Delafield, formerly of Castle-street, Long-acre, but now of Mivat's Hotel, Brook-street, Grosvenor-square, and Willow Bank, Fulham, Brewer.

NOTICE is hereby given, that the Second Dividend at the rate of 1s. 10d. in the pound, and 2s. 6½d. to New Proofs, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, 34, Lincoln's-inn-fields, 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 22, 1875.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 12th December, 1847, against Richard Wix Philips, of Dorking, in the county of Surrey, formerly Fellmonger, late Agent to the Royal Exchange Corporation, London, and now or late carrying on the business of the Water Works, at Dorking aforesaid.

NOTICE is hereby given, that the First Dividend at the rate of 1s. 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, 34, Lincoln's-inn-fields, 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 22, 1875.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 27th April, 1866, against George Forman, of 12, Mark-lane, in the city of London, Merchant.

NOTICE is hereby given, that the First Dividend at the rate of 1d. and fifteen-sixty-fourths of one 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, 34, Lincoln's-inn-fields, 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 22 1875.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 7th September, 1868, against the separate estate of Norton Kingalad, one of the firm of Norton Kingalad and Robert Morris Bodger, both of Clifton, in the county of Bedford, Brewers and Copartners in Trade.

NOTICE is hereby given, that the First Dividend at the rate of 20s. in the pound to New Proofs only, is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, 34, Lincoln's-inn-fields, 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 22, 1875.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 7th May 1863, against William Chedzoy Lee, of the King's Head Public-house, Three Colt-street, Limehouse, in the county of Middlesex, Licensed Victualler.

**N**OTICE is hereby given, that the First Dividend at the rate of 3s. 1½d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at my office, in the London Bankruptcy Court, 34, Lincoln's-inn-fields, 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 22, 1875.

P. PAGET, Official Assignee.

In the Matter of Thomas Hazell Reynolds, of Swindon, Cowkeeper, adjudicated a bankrupt on the 9th day of December, 1864.

**I** HEREBY give notice, that the creditors who have proved their debts under the above estate may receive a Second Dividend of 3s. 4½d. in the pound, upon application at my office, on any Monday, between the hours of eleven and one o'clock. No Dividend will be paid without the production of the securities exhibited at the time of proving the debt. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.

EDWARD HARLEY, Registrar,  
County Court Offices, Small-street, Bristol.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Wells. In the Matter of Henry Morgan, of Wells, in the county of Somerset, Pork Butcher and Monumental Mason, a Bankrupt.

**W**HEREAS under a Bankruptcy Petition presented to this Court against the said Henry Morgan, an order of adjudication was made on the 24th day of November, 1874. This is to give notice that the said adjudication was, by order of this Court, annulled on the 13th day of November, 1875.—Dated this 13th day of November, 1875.

### The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against William Leafong, of No. 143, Strand, in the county of Middlesex, Perfumer, carrying on business under the name, style, or firm of Charles Grossmith and Co.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said William Leafong having been given, it is ordered that the said William Leafong be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 16th day of November, 1875.

By the Court,

W. C. Spring-Rice, Registrar.

The First General Meeting of the creditors of the said William Leafong is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 7th day of December, 1875, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Honourable William Cecil Spring-Rice, one of the Registrars, at the office of Mr. Peter Paget, Official Assignee, in the London Bankruptcy Court, Lincoln's-inn-fields. 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 George Frederick Duddy, of the India Office, Whitehall, and of the Board of Trade, 3, Whitehall-yard, both in the city of Westminster, and county of Middlesex, Refreshment Purveyor.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy

alleged to have been committed by the said George Frederick Duddy having been given, it is ordered that the said George Frederick Duddy be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1875.

By the Court,

C. H. Keene, Registrar.

The First General Meeting of the creditors of the said George Frederick Duddy is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 10th day of December, 1875, 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 William Powell Murray, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. 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 George Buxbaum, of 61 and 63, Wilson-street, Finsbury, in the county of Middlesex, Fancy Goods Merchant, trading under the style or firm of G. Buxbaum and Co.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said George Buxbaum having been given, it is ordered that the said George Buxbaum be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1875.

By the Court,

C. H. Keene, Registrar.

The First General Meeting of the creditors of the said George Buxbaum is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 10th day of December, 1875, at half-past 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 William Powell Murray, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, Lincoln's-inn-fields. 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 Edwin Hammon (sued in the Debtors' Summons as Edwin Hammer), of 18, Charlton-street, Somers Town, in the county of Middlesex, Painter and Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said Edwin Hammon having been given, it is ordered that the said Edwin Hammon be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 17th day of November, 1875.

By the Court,

W. C. Spring-Rice, Registrar.

The First General Meeting of the creditors of the said Edwin Hammon is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 7th day of December, 1875, 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, Lincoln's-inn-fields. Creditors must forward their Proofs of Debts to the Registrar, at the said address.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of a Bankruptcy Petition against William Charles Jarvis, of The Priory, Tandridge, near Godstone, in the county of Surrey.

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 William Charles Jarvis having been given, it is ordered that the said William Charles Jarvis be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 15th day of November, 1875.

By the Court,  
*W. H. Rowland*, Registrar.

The First General Meeting of the creditors of the said William Charles Jarvis is hereby summoned to be held at the County Court Office, No. 104A, High-street, Croydon, on the 3rd day of December, 1875, 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 Surrey, holden at Wandsworth. In the Matter of a Bankruptcy Petition against Walter John Turner, of 2, Bedford-hill-terrace, Balham, in the county of Surrey.

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 Walter John Turner having been given, it is ordered that the said Walter John Turner be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 16th day of November, 1875.

By the Court,  
*W. A. Willoughby*, Registrar.

The First General Meeting of the creditors of the said Walter John Turner is hereby summoned to be held at the County Court, Wandsworth, in the county of Surrey, on the 10th day of December, 1875, 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 Surrey, holden at Wandsworth. In the Matter of a Bankruptcy Petition against James William Folkert Van Haagen, of the Shakespeare Tavern, Meyrick-road, Clapham Junction, in the county of Surrey, Licensed Victualler, by William Holland, of Deptford, in the county of Kent, Distiller.

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 James William Folkert Van Haagen having been given, it is ordered that the said James William Folkert Van Haagen be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 16th day of November, 1875.

By the Court,  
*W. A. Willoughby*, Registrar.

The First General Meeting of the creditors of the said James William Folkert Van Haagen is hereby summoned to be held at the County Court of Surrey, holden at Wandsworth, on the 10th day of December, 1875, at 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 Devonshire, holden at East Stonehouse.

In the Matter of a Bankruptcy Petition against Samuel Farr, of the parish of West Alvington, in the county of Devon, Builder.

UPON the hearing of this Petition this day, and upon proof, satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of the Bankruptcy alleged to have been committed by the said Samuel Farr having been given, it is ordered that the said Samuel Farr be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court, this 18th day of November, 1875.

By the Court,  
*Robt. G. Edmonds*, Registrar.

The First General Meeting of the creditors of the said Samuel Farr is hereby summoned to be held at this Court,

Saint George's Hall, East Stonehouse, in the county of Devon, on the 9th day of December, 1875, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Bankruptcy Petition against John Edward McRae, of Coventry-road, Birmingham, in the county of Warwick, Provision 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 the Bankruptcy alleged to have been committed by the said John Edward McRae having been given, it is ordered that the said John Edward McRae be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 18th day of November, 1875.

By the Court,  
*John Cole*, Registrar.

The First General Meeting of the creditors of the said John Edward McRae is hereby summoned to be held at this Court, on the 4th day of December, 1875, 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 Derbyshire, holden at Derby.

In the Matter of a Bankruptcy Petition against William Armstrong, of Alfreton, in the county of Derby, Tailor and Draper.

UPON the hearing of this petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said William Armstrong having been given, it is ordered that the said William Armstrong be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 17th day of November, 1875.

By the Court,  
*Geo. H. Weller*, Registrar.

The First General Meeting of the creditors of the said William Armstrong is hereby summoned to be held at this Court, on the 10th day of December, 1875, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Aberdare.

In the Matter of William Hopkins, of No. 42, Pembroke-street, Aberdare, in the county of Glamorgan, Haberdasher and General Dealer.

WHEREAS the above-named William Hopkins filed a Petition in the above Court for liquidation by arrangement or composition with his creditors, on the 3rd day of November, 1875. And whereas the Court is satisfied upon evidence that there is sufficient cause to adjudge the said William Hopkins a Bankrupt. Now, therefore, the Court orders that the said William Hopkins be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1875.

By the Court,  
*Isaac A. Rees*, Registrar.

The First General Meeting of the creditors of the said William Hopkins is hereby summoned to be held at the office of this Court, on the 4th day of December, 1875, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of John Clements, of No. 44, Besson-street, New Cross-road, Deptford, in the county of Surrey, Carman, a Bankrupt.

Robert Glover, of 90, New Cross-road, Deptford, in the county of Surrey, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, on the 7th day of December, 1875, 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 10th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of Henry Heys Leeming, of 28, George-street, Hanover-square, in the county of Middlesex, a Bankrupt.

Henry Croysdill, of 38, Poultry, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 11th day of December, 1875, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1875.

**The Bankruptcy Act, 1869.**

In the County Court of Berkshire, holden at Windsor. In the Matter of John George Cook, of 59, Peascod-street, Windsor, in the county of Berks, Clothier and Draper, a Bankrupt.

Benjamin Nicholson, of 7 and 8, Railway-approach, London Bridge, in the county of Surrey, 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 Court Office, William-street, Windsor, on the 11th day of December, 1875, 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 13th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the County Court of Yorkshire, holden at Bradford. In the Matter of Thomas Williamson the younger, of Waterloo Mills, Bradford, in the county of York, Waxed Spinner, a Bankrupt.

Charles Joseph Buckley, of Market-street, in Bradford 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 said Court, on the 21st day of December, 1875, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 19th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the London Bankruptcy Court.

In the Matter of Thomas Mackintosh, of Great Stanmore, in the county of Middlesex, Painter and Decorator, a Bankrupt.

Thomas Bentley Westacott, of No. 51, Euston-road, in the county of Middlesex, House Agent, has been appointed Trustee of the property of the bankrupt. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1875.

**The Bankruptcy Act, 1869.**

In the County Court of Hampshire, holden at Southampton. In the Matter of Henry Mash, of the Montagu Arms, Beaulieu, in the county of Southampton, Licensed Victualler, a Bankrupt.

John James Burnett, of No. 2, High-street, Southampton, Public Accountant, has been appointed Trustee of the property of the bankrupt (in the place of George Walter Lake, the late Trustee, who was removed from his

office by an order of this Court, bearing date the 12th day of October, 1875). 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, 1875.

ONE of the Registrars of the County Court of Lancashire, holden at Liverpool, authorized to act under a Fiat in bankruptcy, issued in the Court of Bankruptcy for the Liverpool District, on the 19th day of April, 1849, against William Laird, of Birkenhead, in the county of Chester, Merchant, will sit on the 15th day of December, 1875, at two o'clock in the afternoon, at the Court-house, No. 80, Lime-street, Liverpool, in order to proceed to a new choice of Assignee or Assignees of the estate and effects of the said bankrupt under the said Fiat, in the place and stead of Henry Winch, of Liverpool, Merchant, and William Smith, of Liverpool, Merchant; when and where the creditors who have not already proved their debts are to come prepared to prove the same, and, with those who have already proved, to vote in such choice.

In the County Court of Northumberland, holden at Newcastle.

A Dividend is intended to be declared in the separate estate of James John Christie, in the matter of James John Christie and George Augustus Guteb, of North Shields, in the county of Northumberland, Engine and Boiler Builder, trading in copartnership under the style or firm of Christie, Guteb, and Company, the said James John Christie, residing at Rosehill, Wallsend, in the said county of Northumberland, and the said George Augustus Guteb residing at furnished lodgings at North Shields aforesaid, bankrupts, adjudicated bankrupt on the 23rd day of July, 1874. Creditors who have not proved their debts by the 3rd day of December, 1875, will be excluded.—Dated this 19th day of November, 1875.

*Fred. R. Goddard,  
John M. Winter, Trustees.*

In the County Court of Staffordshire, holden at Wolverhampton.

A Dividend is intended to be declared in the matter of Daniel Williams, of Wolverhampton, in the county of Stafford, Iron and Hardware Merchant, adjudicated bankrupt on the 1st day of September, 1875. Creditors who have not proved their debts by the 7th day of December, 1875, will be excluded.—Dated this 19th day of November, 1875.

*Benjn. Smith, Trustee.*

In the County Court of Somersetshire, holden at Bath.

A Dividend is intended to be declared in the matter of John Hardy, of Bradford-on-Avon, in the county of Wilts, Wire Card Maker, adjudicated bankrupt on the 14th day of June, 1870. Creditors who have not proved their debts by the 1st day of December, 1875, will be excluded.—Dated this 20th day of November, 1875.

*Edward George Smith, Trustee.*

In the County Court of Hampshire, holden at Portsmouth.

A Final Dividend is intended to be declared in the matter of Charles James Webb, of No. 5, Crystal-terrace, Mile End, in the parish of Portsea, in the county of Hants, a Retired Paymaster from Her Majesty's Royal Navy, adjudicated bankrupt on the 6th day of October, 1870. Creditors who have not proved their debts by the 6th day of December, 1875, will be excluded.—Dated this 20th day of November, 1875.

*John Howard, Trustee.*

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Durham, holden at Sunderland.

A Dividend is intended to be declared in the matter of Alexander Shaw, of 204, High-street, Sunderland, in the county of Durham, Draper, adjudicated bankrupt on the 19th day of July, 1875. Creditors who have not proved their debts by the 1st day of December, 1875, will be excluded.—Dated this 18th day of November, 1875.

*Thomas Walton Gillibrand, 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 times and places hereinafter mentioned: that is to say:—

At the Court of Bankruptcy, Lincoln's-inn-fields, in the county of Middlesex, before William Powell Murray, Esq., Registrar:

George White, of Harting, in the county of Sussex, Tailor and Outfitter, adjudicated bankrupt on the 13th day of June, 1866. A Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

Before William Hazlitt, Esq., Registrar:

Daniel Millard, of No. 5, Ampton-street, Gray's-inn-road, in the county of Middlesex, Clerk in a Public Office for the Registration of Acknowledgments of Deeds by Married Women, Lancaster-place, Strand, Middlesex, adjudicated bankrupt on the 5th day of July, 1866. A Dividend Meeting will be held on the 15th day of December next, at eleven o'clock in the forenoon precisely.

Charles Elstone, late of Hammond-passage, Winchester, in the county of Haunts, adjudicated bankrupt on the 19th day of November, 1861. A Dividend Meeting will be held on the 15th day of December next, at eleven o'clock in the forenoon precisely.

At the said Meeting the Assignees 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 allowances shall be paid to the said bankrupts. 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 Manchester, In the Matter of Martin Jones Paddock, of Chapel-walks in the city of Manchester, Wine Merchant, a Bankrupt. AN Order of Discharge was this day granted to Martin Jones Paddock, who was adjudicated bankrupt on the 26th day of August, 1875.

In the County Court of Gloucestershire, holden at Bristol, In the Matter of John Bryan, of No. 10, Saint Augustine's-parade, in the city and county of Bristol, Boot Dealer, a Bankrupt.

AN Order of Discharge was this day granted to John Bryan, of No. 10, Saint Augustine's-parade, in the city and county of Bristol, Boot Dealer, who was adjudicated bankrupt on the 2nd day of June, 1875.—Dated this 19th day of November, 1875.

#### The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Henry Stapley, of 8, Northampton-square, in the county of Middlesex, Watchmaker, a Bankrupt. Before Mr. Registrar Pepsy, acting as Chief Judge.

UPON reading a report of the Trustees of the property of the bankrupt, dated the 14th day of May, 1875, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and is not sufficient to pay all the costs and expenses of the bankruptcy, as is shown by the statement thereunto annexed, and upon reading the report of the Official Assignee, the Court being satisfied that the whole of the property of the said bankrupt has been realized, doth order and declare that the bankruptcy of the said Henry Stapley has closed.—Given under the Seal of the Court this 13th day of November, 1875.

#### The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of Edward Jackson Harris, of Plymouth, in the county of Devon, Captain in Her Majesty's 17th Regiment, a Bankrupt.

UPON reading a report of the Trustees of the property of the bankrupt, dated the 18th day of November, 1875, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and a dividend to the amount of ten shillings and eleven pence in the pound had been paid, as shown by the statement thereunto annexed, and the Court being satisfied with the said report, doth hereby order and declare that the bankruptcy of the said Edward Jackson Harris has closed.—Given under the Seal of the Court this 18th day of November, 1875.

#### The Bankruptcy Act, 1862.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of Francis Roberts, of the Hightstone Hotel, Festiniog, in the county of Merioneth, Innkeeper and Blacksmith, a Bankrupt.

UPON reading a report of the Trustees of the property of the bankrupt, dated the 15th day of November, 1875, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, but that the same has been insufficient to pay the costs of the bankruptcy, the Court being satisfied of the truth of such report, doth order and declare that the bankruptcy of the said Francis Roberts has closed.—Given under the Seal of the Court this 17th day of November, 1875.

#### The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Henry James Hogg, of 57, Soho-street, Liverpool, in the county of Lancaster, Pawnbroker's Manager, a Bankrupt.

UPON reading a report of the Trustees of the property of the bankrupt, dated the 14th day of October, 1875, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, but no dividend has been paid, there not being sufficient to pay the petitioning creditors' costs, the Court being satisfied thereof, doth order and declare that the bankruptcy of the said Henry James Hogg has closed.—Given under the Seal of the Court this 29th day of October, 1875.

#### The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of John Schwartz, of Waterloo-road, Widnes, in the county of Lancaster, Plumber and Painter, a Bankrupt.

UPON reading a report of the Trustees of the property of the bankrupt, dated the 15th day of October, 1875, reporting that so much of the property of the bankrupt as could, according to the joint opinion of himself and the Committee of Inspection, be realized without needlessly protracting the bankruptcy, had been realized, as shown by the statement thereunto annexed, but from insufficiency of the assets no dividend had been paid, the Court being satisfied thereof, doth order and declare that the bankruptcy of the said John Schwartz has closed.—Given under the Seal of the Court this 5th day of November, 1875.

#### The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Jacob Garlick, of 75, Queen's-road, Liverpool, in the county of Lancaster, Licensed Victualler, a Bankrupt.

UPON reading a report of the Trustees of the property of the bankrupt, dated the 15th day of October, 1875, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, but from insufficiency of assets no dividend had been paid, the Court being satisfied thereof, doth order and declare that the bankruptcy of the said Jacob Garlick has closed.—Given under the Seal of the Court this 5th day of November, 1875.

#### The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of John Frederick Metcalfe, of 3, Brown's-buildings, Liverpool, in the county of Lancaster, Cotton Broker, trading under the style or firm of J. F. Metcalfe and Co., a Bankrupt.

UPON reading a report of the Trustees of the property of the bankrupt, dated the 15th day of October, 1875, reporting that so much of the property of the bankrupt as could, according to the joint opinion of himself and the Committee of Inspection, be realized without needlessly protracting the bankruptcy, had been realized, as shown by the statement thereunto annexed, and dividends to the amount of one shilling in the pound had been declared, the Court being satisfied thereof, doth order and declare that the bankruptcy of the said John Frederick Metcalfe has closed.—Given under the Seal of the Court this 5th day of November, 1875.

THE estates of Robert Gray, Butter and Egg Merchant, No. 121, Main-street, and Greengrocer, Carter, and Contractor, Nos. 25 and 27, McIntyre-street, and residing at No. 156, Main-street, all Anderston, Glasgow, were sequestrated on the 18th day of November, 1875, by the Sheriff of Lanarkshire.

The first deliverance is dated 18th November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 3rd day of December, 1875, within the Faculty of Procurators' Hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and

grounds must be lodged on or before the 18th day of March, 1876.

All further advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. FISHER M'LAREN, Agent.

67, West Nile-street, Glasgow,  
18th November, 1875.

**T**HE estates of James Mullen, Pawnbroker, Hamilton, were sequestrated on the 18th day of November, 1875, by the Sheriff of the county of Lanark.

The first deliverance is dated the 18th day of November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, on Monday, the 29th day of November current, within the Commercial Hotel (Spalding's), Hamilton.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of March, 1876.

A Warrant of Protection has been granted to the Bankrupt till the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ARCHIBALD and KAY, Writers, Hamilton.

Hamilton, 18th November, 1875.

**T**HE estates of Inglis and Company, Merchants and Commission Agents, Commercial-street, Leith, and William Allan Inglis, residing in North Fort-street there, the only Individual Partner of that Company, as such Partner, and as an Individual, were sequestrated on the 18th day of November, 1875, by the Sheriff of Midlothian and Haddington.

The first deliverance is dated 18th November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Monday, the 29th day of November, 1875, within Lyon and Turnbull's Rooms, No. 51, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before 19th March, 1876.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

GEO. M. WOOD, Solicitor,

53, George IV Bridge, Edinburgh, Agent.

**T**HE estates of Charles M'Queen, Innkeeper, George Hotel, Newton-Stewart, in the parish of Penninghame, and county of Wigton, were sequestrated on the 17th day of November, 1875, by the Sheriff of Dumfries and Galloway.

The first deliverance is dated 17th November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Monday, the 29th day of November, 1875, within the Galloway Arms Hotel, in Wigton.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March, 1876.

The Sheriff has granted a Warrant of Protection to the Bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

A. D. WALKER, Solicitor, Wigton,

Agent.

**T**HE estates of John Frame, Iron and Metal Merchant, Coatbridge, were sequestrated on the 19th day of November, 1875, by the Sheriff of the county of Lanark.

The first deliverance is dated 19th November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Wednesday, the 1st day of December, 1875, within the Coatbridge Inn, at Coatbridge.

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 19th March, 1876.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the bankrupt till said meeting.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM J. ANDREW, Solicitor,  
Coatbridge, Agent.

**T**HE estates of Alexander Porteous, junior, Builder, 38, Haddington-place, Edinburgh, were sequestrated on 17th November, 1875, by the Sheriff of Midlothian and Haddington.

The first deliverance is dated 17th November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Friday, the 26th day of November, 1875, within Lyon and Turnbull's Rooms, 51, George-street, Edinburgh.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before 17th March, 1876.

A Warrant of Protection has been granted to the Bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

MILLAR, ALLARDICE, ROBSON, and INNES,  
W.S., 8, Bank-street, Edinburgh, Agents.

**T**HE estates of William Thomson, Junior, Wood Merchant, Hill-street, Wishaw, were sequestrated on the 19th day of November, 1875, by the Sheriff of the county of Lanark.

The first deliverance is dated 19th November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Wednesday, the 1st day of December, 1875, within the Commercial Hotel, Spalding's, Hamilton.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March, 1876.

A Warrant of Protection has been granted to the bankrupt.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM LIVINGSTONE, S.S.C.,  
County-buildings, Wishaw, Agent.

**T**HE estates of Margaret Farquhar, Baker in Elgin, were sequestrated on the 18th day of November, 1875, by the Sheriff of the counties of Banff, Elgin, and Nairn.

The first deliverance is dated 18th November, 1875.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock, afternoon, on Tuesday, the 30th day of November, 1875, within the Gordon Arms Hotel, Elgin.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of March, 1876.

A Warrant of Protection has been granted to the Bankrupt till the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

A. G. ALLAN, Solicitor, Elgin,  
Agent.

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*Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.*

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Tuesday, November 23, 1875.

Price One Shilling.