



The London Gazette.

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FRIDAY, NOVEMBER 28, 1879.

War Office, November 27, 1879.

THE Queen has been graciously pleased to give orders for the following promotion in, and appointments to, the Most Honourable Order of the Bath:—

To be an Ordinary Member of the Military Division of the Second Class, or Knights Commanders of the said Most Honourable Order, viz.:
Rear-Admiral Francis William Sullivan, C.B., C.M.G.

To be Ordinary Members of the Military Division of the Third Class, or Companions of the said Most Honourable Order, viz.:

Major-General Edward Newdigate.
Captain Frederick William Richards, R.N., A.D.C.
Captain Richard Bradshaw, R.N.
Colonel Drury Curzon Drury-Lowe, 17th Lancers.
Colonel Robert Children Whitehead, half-pay, late 58th Regiment.

Colonel Richard Harrison, Royal Engineers.
Captain Henry John Fletcher Campbell, R.N.
Lieutenant-Colonel William Henry Dowling Reeves Welman, 99th Regiment.
Lieutenant-Colonel Wykeham Leigh Pemberton, 60th Rifles.

Lieutenant-Colonel John Tatton Butler Brown, Royal Artillery.
Lieutenant-Colonel Sydenham Malthus, 94th Regiment.

Lieutenant-Colonel Henry Parnell, 3rd Regiment.
Lieutenant-Colonel Francis Towry Adeane Law, Royal Artillery.

Lieutenant-Colonel Philip Edward Victor Gilbert, 13th Regiment.

Lieutenant-Colonel Charles Mansfield Clarke, 57th Regiment.

Lieutenant-Colonel John North Crealock, 95th Regiment.

Lieutenant-Colonel Arthur Harness, Royal Artillery.

Lieutenant-Colonel Wilsone Black, 24th Regiment.

Lieutenant-Colonel Alexander Cunningham Bruce, 91st Regiment.

Lieutenant-Colonel Charles Tucker, 80th Regiment.

Deputy Commissary-General Edward Morris.

Commissary Edward William Henry Webb.

Deputy Surgeon-General James Lewis Holloway.

Fleet-Surgeon Henry Frederick Norbury.

Surgeon-Major Caleb Sherar Wills.

Surgeon-Major Charles McDonough Cuffe.

Foreign Office, November 10, 1879.

THE Queen has been graciously pleased to appoint George Francis Birt Jenner, Esq., now a Second Secretary in Her Majesty's Diplomatic Service, to be Her Majesty's Consul-General in the Island of Cuba.

Foreign Office, November 12, 1879.

THE Queen has been graciously pleased to appoint John Elijah Blunt, Esq., C.B. to be Her Majesty's Consul-General for the Vilayets of Salonica, Epirus, Monastir, Cossova, and for the Sandjack of Thessaly, to reside at Salonica.

Downing Street, November 27, 1879.

THE Queen has been graciously pleased to direct Letters Patent to be passed under the Great Seal for providing an Executive Council and a Legislative Assembly for the Transvaal Province and Territory.

Education Department, Whitehall, November 26, 1879.

THE Lords of the Committee of the Privy Council on Education have issued orders this day for the compulsory formation of School Boards in the undermentioned Parishes:—

Blagdon	...	...	...	Somerset
Swineshead	(principal part)	Lincoln		

Admiralty, 26th November, 1879.

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

Lieutenant Frederick Leonard Charles Reece has this day been placed on the Retired List of his rank.

Admiralty, 27th November, 1879.

IN accordance with the provisions of Her Majesty's Order in Council of 22nd February, 1870, Admiral Edward Gennys Fanshawe, C.B., has this day been placed on the Retired List of his rank; and consequent thereon the following promotions have been made from the same date:—

Vice-Admiral Sir Edward Augustus Inglefield, Knt., C.B., F.R.S., to be Admiral in Her Majesty's Fleet.

Rear-Admiral Algernon Frederick Rous de Horsey to be Vice-Admiral in Her Majesty's Fleet.

Captain Richard Charles Mayne, C.B., to be Rear-Admiral on the Retired List.

Captain Edward Henry Howard to be Rear-Admiral in Her Majesty's Fleet.

Consequent on the foregoing the following promotions have taken place on the Retired List from the same date :—

Vice-Admirals :

Colin Yorke Campbell.

Thomas Wilson, C.B.

to be Admirals on the Retired List :

Rear-Admiral Richard Moorman to be Vice-Admiral on the Retired List.

Captains :

Frederick William Gough, C.B.

John William Whyte.

Mark Robert Pechell.

to be Rear-Admirals on the Retired List.

The following promotions have been made :—

Sub-Lieutenants :

Frederick Tower Hamilton,

Arthur Hale Smith-Dorrien,

to be Lieutenants in Her Majesty's Fleet, with seniority of 6th instant.

In accordance with the provisions of Her Majesty's Orders in Council of the 22nd February, 1870, and 30th April, 1877—

Chief Engineer John Prowett has this day been placed on the Retired List of his rank.

War Office, Pall Mall,

28th November, 1879.

THE Queen has been graciously pleased to approve of the following Promotions being conferred upon the undermentioned Officers, in recognition of their Services during the late Zulu Campaign. Dated 29th November, 1879 :—

BREVET.

To be Colonel.

Lieutenant-Colonel Cecil James East, half-pay, late 57th Foot.

To be Lieutenant-Colonels.

Major John McDowell Elliot, 4th Foot.

Major William Dunn Bond, 58th Foot.

Major Edmund John Tremlett, Royal Artillery.

Major Robert Montresor Rogers, V.C., 90th Foot.

Major Arthur Grey Hazlerigg, 21st Foot.

Captain and Brevet Major Charles Walker Robinson, Rifle Brigade.

Captain and Brevet Major John Cecil Russell, 12th Lancers.

Captain and Brevet Major William Liston Dalrymple, 88th Foot.

Major Richard William Charles Winsloe, 21st Foot.

Major William Mathew Dunbar, 24th Foot.

Major Samuel Boulderson, 17th Lancers.

Major Frederick Swaine Le Grice, Royal Artillery.

Major Augustus Charles Twentyman, 4th Foot.

Major Edward Lutwyche England, 13th Foot.

Captain and Brevet Major Robert Henry Hackett, 90th Foot.

Major William Knox Leet, V.C., 13th Foot.

Major Harcourt Mortimer Bengough, 77th Foot.

Major Charles John Moysey, Royal Engineers.

Major John Fletcher Owen, Royal Artillery.

Major John William Huskisson, 56th Foot.

Major Albert Lancelot Walker, 99th Foot.

Major Cornelius Francis Clery, half-pay, late 82nd Foot.

Captain and Brevet Major Matthew William Edward Gosset, 54th Foot.

Captain and Brevet Major Francis Wallace Grenfell, 60th Foot.

Captain and Brevet Major Frederick Carrington, 24th Foot.

Major Arthur Tufnell, 60th Foot.

To be Majors.

Captain Ernest Henry Buller, Rifle Brigade.

Captain William Cox, 13th Foot.

Captain Frederick Cardew, 82nd Foot.

Captain Dudley Thomas Persse, 13th Foot.

Captain Aylmer Howard Tynte Henry Somerset, Rifle Brigade.

Captain Henry Grey MacGregor, 29th Foot.

Captain William Vesey Brownlow, 1st Dragoon Guards.

Captain George Stanley Byng, half-pay, late Rifle Brigade.

Captain Alan Coulston Gardner, 14th Hussars.

Captain Henry Robert Yates Browne, Royal Artillery.

Captain Bindon Blood, Royal Engineers.

Captain Geoffry Barton, 7th Foot.

Captain Arthur Fitzroy Hart, 31st Foot.

Captain Percy Harry Stanley Barrow, 19th Hussars.

Captain James Alleyne, Royal Artillery.

Captain Henry Vaughan, Royal Artillery.

Captain Walter Parke Jones, Royal Engineers.

Captain John Edward Hale Prior, 80th Foot.

Captain Joseph Henry Laye, 90th Foot.

Captain Edward Robert Prevost Woodgate, 4th Foot.

Captain William Charles Francis Molyneux, 22nd Foot.

Captain Ronald Bertram Lane, Rifle Brigade.

Captain Joseph Philips, Royal Marine Light Infantry.

To have Honorary Rank of Captain.

Lieutenant of Orderlies Henry James Sylvester, Army Hospital Corps.

Lieutenant of Orderlies Lawrence Gorman, Army Hospital Corps.

COMMISSARIAT AND TRANSPORT DEPARTMENT.

To be Commissaries.

Deputy-Commissary C. E. Walton.

Deputy-Commissary Emilius Hughes.

To be Deputy-Commissary.

Assistant-Commissary Wodehouse D. Richardson.

To be Sub-Assistant-Commissary.

Conductor William Wishart.

War Office, 28th November, 1879.

MILITIA.

ARTILLERY.

Royal Cardigan, Second Lieutenant William Edward Picton Phillips resigns his Commission. Dated 29th November, 1879.

Devon, The undermentioned Gentlemen to be Second Lieutenants :—

Dudley John Campbell Bush. Dated 29th November, 1879.

William Bovell Jones. Dated 29th November, 1879.

Royal Pembroke, Sydney William Wayet, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Waterford, Herbert Murray Oldershaw, Gent., to be Second Lieutenant. Dated 29th November, 1879.

ENGINEER.

Royal Anglesey, Sub-Lieutenant Hubert Lumley Brisco Owen to be Lieutenant. Dated 2nd May, 1877.

INFANTRY.

Cambridge, Harry Graham Marsh, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Royal South Gloucester, Lieutenant John Handcock Selwyn Payne to be Captain. Dated 29th November, 1879.

Hampshire, Second Lieutenant James Douglas Stoddart Douglas Archer to be Lieutenant. Dated 29th November, 1879.

1st Royal Lancashire, Bordrigge North North, Gent., to be Second Lieutenant. Dated 29th November, 1879.

4th Royal Lancashire, Alfred Hardcastle, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Royal East Middlesex, Ernest James Travers, Gent., to be Second Lieutenant. Dated 29th November, 1879.

2nd Middlesex, or Edmonton Royal Rifle Regiment, Lieutenant Edward Dawson Benbow resigns his Commission. Dated 29th November, 1879.

Royal Elthorne, or 5th Middlesex, Captain Sir Francis George Thurlow Cunynghame, Bart., to be Major. Dated 29th November, 1879.

Lieutenant George Herbert Morrison to be Captain. Dated 29th November, 1879.

2nd or East Norfolk, Major Charles Applewhaite is granted the honorary rank of Lieutenant-Colonel. Dated 29th November, 1879.

Northumberland, Charles Arthur Rea, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Nottingham or Royal Sherwood Foresters, Lieutenant Robert Frederick Broughton Glover resigns his Commission. Dated 29th November, 1879.

The (King's Own) 2nd Stafford, Lieutenant-Colonel Richard Dyott, whose resignation appeared in the London Gazette, of 17th October, 1879, is permitted to retain his rank and to continue to wear the uniform of the Regiment on his retirement. Dated 18th October, 1879.

Lieutenant John Henry Monckton to be Captain, vice W. Johnson, resigned. Dated 29th November, 1879.

3rd (King's Own) Stafford, The undermentioned Gentlemen to be Second Lieutenants:—

John Ralph Sneyd-Kynnersley. Dated 29th November, 1879.

Frank Justice Stanier. Dated 29th November, 1879.

The King's Own Royal Tower Hamlets, Alexander Bowers King, Gent., to be Second Lieutenant. Dated 29th November, 1879.

3rd West York, Henry Stewart Prichard, Gent., to be Second Lieutenant. Dated 14th November, 1879.

5th West York, Ernest Raleigh Bolton King, to be Second Lieutenant. Dated 29th November, 1879.

6th West York, Captain Warren Hastings Sands resigns his Commission. Dated 29th November, 1879.

The Highland Light Infantry, Ewen Grant, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Scottish Borderers, Thomas Hugh McMurdo, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Royal South Down, Robert Hugh Wallace, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Kerry, The undermentioned Gentlemen to be Second Lieutenants:—

Alfred Cotton Way. Dated 29th November, 1879.

Eusebius McGillicuddy Eagar. Dated 29th November, 1879.

King's County, Second Lieutenant Edmund Herbert Bennett to be Lieutenant. Dated 29th November, 1879.

Londonderry, Captain Edmond Smith Lecky is granted the honorary rank of Major. Dated 29th November, 1879.

The Prince of Wales' Royal Regiment of Longford Rifles, Cecil Edgeworth, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Royal Meath, Richard Taylor Woods, Gent., to be Second Lieutenant. Dated 29th November, 1879.

Surgeon Francis Darcy Hamilton resigns his Commission. Dated 29th November, 1879.

Monaghan, The undermentioned Second Lieutenants to be Lieutenants:—

Ralph Smith. Dated 29th November, 1879.

Francis Blaney Woodwright. Dated 29th November, 1879.

Wexford, Sergeant-Major George William Hawkesby, from the 18th Foot, to be Quartermaster. Dated 29th November, 1879.

YEOMANRY CAVALRY.

Herts, Reginald Abel Smith, Gent., to be Second Lieutenant. Dated 29th November, 1879.

VOLUNTEERS.

LIGHT HORSE.

1st Lincolnshire Corps, Sub-Lieutenant Charles Alfred Worsley, Earl of Yarborough, to be Lieutenant. Dated 19th July, 1876.

ARTILLERY.

1st Banffshire Corps, William McKenzie, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

3rd Essex Corps, Lieutenant John William Lasham to be Captain. Dated 29th November, 1879.

Lieutenant William James T. Brooks resigns his Commission. Dated 29th November, 1879.

3rd Glamorganshire Corps, Lieutenant Thomas Stockwood, jun., resigns his Commission. Dated 29th November, 1879.

5th Kent Corps, The Honourable and Reverend Augustus Legge, M.A., to be Acting Chaplain. Dated 29th November, 1879.

9th Kent Corps, Captain Edward Talfourd Hughes to be Major. Dated 29th November, 1879.

Lieutenant Horatio Arthur E. de Pinna to be Captain. Dated 29th November, 1879.

1st Lancashire Corps, Henry Morison, Gent., to be Second Lieutenant. Dated 29th November, 1879.

5th Lancashire Corps, The undermentioned Officers resign their Commissions :—
 Captain Robert Hopwood Percy Hutchinson.
 Dated 29th November, 1879.
 Surgeon Richard Clayton. Dated 29th November, 1879.

15th Lancashire Corps, Second Lieutenant Walter Freer Abbott to be Lieutenant. Dated 29th November, 1879.

17th Lancashire Corps, Charles John Lindo Courtenay, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

26th Lancashire Corps, George Benson Baker, M.D., to be Acting Surgeon. Dated 29th November, 1879.

1st London Corps, Lieutenant Edward Chambers to be Captain. Dated 29th November, 1879.

2nd Norfolk Corps, Philip Edward Back, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

4th West Riding of Yorkshire Corps, The undermentioned Lieutenants to be Captains :—
 Harry John Steel. Dated 29th November, 1879.

John Wilcock. Dated 29th November, 1879.
 John George Hawksley Bedford, Gent., to be Second Lieutenant. Dated 29th November, 1879.

ENGINEER.

1st Cheshire Corps, The undermentioned Second Lieutenants to be Lieutenants :—
 Arthur Percy Jones. Dated 29th November, 1879.

John Clarke. Dated 29th November, 1879.

1st Gloucestershire Corps, Captain Richard E. Marshall resigns his Commission. Dated 29th November, 1879.

2nd Gloucestershire Corps, Lieutenant Samuel B. Parsons resigns his Commission. Dated 29th November, 1879.

1st Middlesex Corps, Honorary Major and Adjutant Francis Tipping Ball resigns his Commission, and is placed on a retired allowance; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 19th November, 1879.

RIFLE.

7th Aberdeenshire Corps, Second Lieutenant Charles Wilson resigns his Commission. Dated 29th November, 1879.

2nd Administrative Battalion Ayrshire, Captain Josiah William Pearse-Hobbs, 5th Foot, to be Adjutant, in succession to Brevet Major F. G. Jackson, 21st Foot, whose period of service as Adjutant has expired. Dated 20th November, 1879.

1st Ayrshire Corps, David Walker, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

3rd Cambridgeshire Corps, Second Lieutenant Egerton Smith Castle to be Lieutenant. Dated 29th November, 1879.

8th Cheshire Corps, Captain John Wright resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 29th November, 1879.

27th Cheshire Corps, William Robert Williams, Gent., to be Second Lieutenant. Dated 29th November, 1879.

36th Cheshire Corps, Lieutenant Rawdon T. E. Lowther Forrest resigns his Commission. Dated 29th November, 1879.

9th Derbyshire Corps, Captain James Charles Cavendish resigns his Commission. Dated 29th November, 1879.

17th Derbyshire Corps, John Joseph Miller, Gent., to be Second Lieutenant. Dated 29th November, 1879.

1st Dumbartonshire Corps, Acting Surgeon Gordon Carnahan resigns his appointment. Dated 29th November, 1879.

21st Durham Corps, Acting Chaplain the Reverend William B. East resigns his appointment. Dated 29th November, 1879.

1st Edinburgh Corps, Second Lieutenant Edward G. Baxter resigns his Commission. Dated 29th November, 1879.

5th Essex Corps, Louis Ferdinand Tegner, Gent., to be Second Lieutenant. Dated 29th November, 1879.

6th Essex Corps, Sub-Lieutenant Thomas A. Middleton resigns his Commission. Dated 29th November, 1879.

9th Essex Corps, Captain Herbert Taylor Jones resigns his Commission. Dated 29th November, 1879.

11th Glamorganshire Corps, Lieutenant Michael Leahy resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 29th November, 1879.

2nd Administrative Battalion Hampshire, Captain and Adjutant William Frederick F. Jones is granted the honorary rank of Major. Dated 1st October, 1879.

25th Kent Corps, The undermentioned Officers resign their Commissions :—

Lieutenant Francis Robert Burrows. Dated 29th November, 1879.

Second Lieutenant Herbert Westly Busk. Dated 29th November, 1879.

3rd Administrative Battalion Lanarkshire, Captain and Adjutant George Thomas Thornton is granted the honorary rank of Major. Dated 15th November, 1879.

3rd Lanarkshire Corps, Captain Robert Fleeming M. Wilson to be Major. Dated 29th November, 1879.

William Brock, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

19th Lanarkshire Corps, The undermentioned Lieutenants to be Captains :—

James Outram. Dated 29th November, 1879.

James John Frame. Dated 29th November, 1879.

Francis Hedderwick, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

105th Lanarkshire Corps, Second Lieutenant John McGillivray resigns his Commission. Dated 29th November, 1879.

Patrick Graham, Gent., to be Second Lieutenant. Dated 29th November, 1879.

49th Lancashire Corps, Harry Thomson, Gent., to be Second Lieutenant. Dated 29th November, 1879.

64th Lancashire Corps, Sub-Lieutenant John Melling Hewitt to be Lieutenant. Dated 18th April, 1877.

Horace George Martin, Gent., to be Second Lieutenant. Dated 29th November, 1879.

80th *Lancashire Corps*, Lieutenant Joseph L. Wood to be Captain. Dated 29th November, 1879.

1st *Administrative Battalion Lincolnshire*, Surgeon Francis D. Walsh resigns his Commission. Dated 29th November, 1879.

20th *Lincolnshire Corps*, Lieutenant Arthur Augustus Padley to be Captain. Dated 29th November, 1879.

3rd *Linlithgowshire Corps*, Sub-Lieutenant Duncan McDougall to be Lieutenant. Dated 23rd May, 1877.

1st *London Corps*, The undermentioned Captains resign their Commissions; also are permitted to retain their rank, and to continue to wear the uniform of the Corps on their retirement:—
Richard L. Hickey. Dated 29th November, 1879.
Robert Walker. Dated 29th November, 1879.

2nd *London Corps*, The undermentioned Lieutenants to be Captains:—
Robinson L. Wadmore. Dated 29th November, 1879.

Carl Albert Thimm. Dated 29th November, 1879.

William Thomas Raymond. Dated 29th November, 1879.

3rd *London Corps*, The undermentioned Second Lieutenants to be Lieutenants:—

William Joseph Martin. Dated 29th November, 1879.

Walter Cronk. Dated 29th November, 1879.

Henry Bartley Meadows. Dated 29th November, 1879.

1st *Middlesex Corps*, Lieutenant William Mortlock resigns his Commission. Dated 29th November, 1879.

Eustace Anderson, jun., Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

2nd *Middlesex Corps*, Captain William Morse resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 29th November, 1879.

Lieutenant Ralph Henry Knox to be Captain. Dated 29th November, 1879.

11th *Middlesex Corps*, Frederick William Mortimer, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

28th *Middlesex Corps*, Thornton Skewe Grierson, Gent., to be Second Lieutenant. Dated 29th November, 1879.

29th *Middlesex Corps*, William Oliver Thorne, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

36th *Middlesex Corps*, Thomas Henry John Shadwell, Gent., to be Second Lieutenant. Dated 29th November, 1879.

49th *Middlesex Corps*, Lieutenant Henry Birch Sharpe resigns his Commission. Dated 1st November, 1879.

1st *Monmouthshire Corps*, Captain James Murphy resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 29th November, 1879.

2nd *Monmouthshire Corps*, Henry Bumby, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

3rd *Monmouthshire Corps*, Lieutenant Daniel Harris to be Captain. Dated 29th November, 1879.

1st *Oxfordshire Corps*, Arthur Geach Beale, Gent., to be Second Lieutenant (Supernumerary). Dated 29th November, 1879.

2nd *Oxfordshire Corps*, Lieutenant John Page resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 29th November, 1879.

10th *Renfrewshire Corps*, Second Lieutenant Alexander Graham resigns his Commission. Dated 29th November, 1879.

14th *Renfrewshire Corps*, Lieutenant Alexander Fullerton, jun., resigns his Commission. Dated 29th November, 1879.

17th *Somersetshire Corps*, Second Lieutenant Robert Bamford resigns his Commission. Dated 29th November, 1879.

2nd *Administrative Battalion Surrey*, Major James B. Bull resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 29th November, 1879.

9th *Surrey Corps*, Captain James B. Bull resigns his Commission. Dated 29th November, 1879.

15th *Surrey Corps*, Lieutenant George Gregory Tunks resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 29th November, 1879.

1st *Administrative Battalion Sussex*, Captain and Adjutant the Honourable Charles Cornwallis Chetwynd is granted the honorary rank of Major. Dated 17th November, 1879.

1st *Tower Hamlets Corps*, Lieutenant Henry James Robinson resigns his Commission. Dated 29th November, 1879.

1st *Warwickshire Corps*, Lieutenant Charles R. Burt resigns his Commission. Dated 29th November, 1879.

5th *Wiltshire Corps*, Lieutenant Albert B. Fisher resigns his Commission. Dated 29th November, 1879.

11th *Wiltshire Corps*, Lieutenant Tom Armstrong resigns his Commission. Dated 29th November, 1879.

17th *Wiltshire Corps*, Lieutenant William Henry Hillier resigns his Commission. Dated 29th November, 1879.

1st *Administrative Battalion Worcestershire*, Major James Walker resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Battalion on his retirement. Dated 29th November, 1879.

8th *Worcestershire Corps*, The second Christian name of Captain Danks is *Walker*, and not as stated in the London Gazette of 17th October, 1879.

1st *East Riding of Yorkshire Corps*, Lieutenant George Blundell Longstaff to be Captain. Dated 29th November, 1879.

Second Lieutenant Edward T. Wise resigns his Commission. Dated 29th November, 1879.

20th *North Riding of Yorkshire Corps*, Second Lieutenant Charles Ellison Mills to be Lieutenant. Dated 29th November, 1879.

2nd *West Riding of Yorkshire Corps*, The undermentioned Lieutenants resign their Commissions:—

Thomas P. Lockwood. Dated 29th November, 1879.

John Henry Hunter. Dated 29th November, 1879.

7th West Riding of Yorkshire Corps, Captain Edmond Birch resigns his Commission. Dated 29th November, 1879.

21st West Riding of Yorkshire Corps, The Reverend William Robert Hannam, B.A., to be Acting Chaplain. Dated 29th November, 1879.

Commission signed by the Lord Lieutenant of the Tower Hamlets.

Frederick Young, Esq., to be Deputy Lieutenant. Dated 24th November, 1879.

War Office, November 28, 1879.

THE Secretary of State for War, with the concurrence of the Lords Commissioners of the Treasury, hereby gives notice, that the following employments are withdrawn from Schedule A and are added to Schedule B of the Order in Council of the 4th June, 1870, viz. :—

The situations of Servant, Coal Porter, Coal Heaver, Lamp Trimmer, &c., in the War Office.

Civil Service Commission, November 28, 1879.

MEMORANDUM.

IN the Notice which appeared in the London Gazette of the 14th instant, the name of Mr. William Algernon Cajetan Law was erroneously printed Cajetan, instead of Cajetan.

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

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant and convey to the Incumbent of the vicarage of Saint Saviour, Saint Pancras, in the county of Middlesex, and in the diocese of London, and to his successors, Incumbents of the same vicarage, all our estate and interest in the piece or parcel of land and hereditaments, with the appurtenances thereunto belonging, particularly described in the schedule hereunto annexed, and now vested in us, for the unexpired residue of a term of lease for sixty years from the twenty-ninth day of September, one thousand eight hundred and fifty-eight, under and by virtue of a certain deed of assign-

ment, dated the seventeenth day of May, one thousand eight hundred and seventy-nine, and made between Ellen Clow, late of No. 12, Russell-place, Fitzroy-square, but now of No. 17, Belgrave-road, Abbey-road, St. John's Wood, in the said county of Middlesex, Widow, of the one part, and us, the said Ecclesiastical Commissioners for England, of the other part, which said deed of assignment is intended to be deposited in the Registry of the said diocese London immediately after the publication of this instrument in the London Gazette: To have and to hold the said piece or parcel of land and hereditaments, together with their appurtenances, to the use of the said Incumbent and his successors for the unexpired residue of the said term of sixty years: Provided always, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said piece or parcel of land and hereditaments for and in respect of the period intervening between the seventeenth day of May, in the year one thousand eight hundred and seventy-nine, and the date of the publication of these presents in the London Gazette.

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

(L.S.)

Schedule.

All that piece or parcel of land and hereditaments, comprising forty-eight square yards, or a little less, situate in the parish of Saint Pancras, in the county of Middlesex, bounded on the north by Hertford-mews, on the west by premises in the occupation of Mr. Peter Healey, on the south by the Vestry Room of Fitzroy Chapel (now the church of the new parish and vicarage of Saint Saviour, Saint Pancras), and on the east by ground and premises belonging to Samuel Gowers, of Campden Hill-villas, Kensington, in the said county of Middlesex, Gentleman, and which said piece or parcel of land intended to be hereby described is more particularly delineated on the plan hereunto annexed, and is thereon coloured pink.

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

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

(L.S.)

Schedule.

All that piece or parcel of land, containing by admeasurement two roods, situate, lying, and being within the manor and township of Bondgate, in Darlington, in the parish of Darlington, in the county of Durham, bounded on the north by a strip of land intervening between the said piece or parcel of land herein referred to and intended to be hereby described, and the plot of

land now forming the site of the church of Saint Paul, Darlington, and on the south and east by lands belonging to William Barningham, of Darlington, Ironmaster, and on the west by the turnpike-road leading from Durham to Darlington, and which said piece or parcel of land is more particularly delineated on the plan hereunto annexed, and is thereon coloured red.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage of Shute, in the county of Devon, and in the diocese of Exeter, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of one hundred and eight pounds, such yearly sum or stipend to be payable out of the common fund

under our control, and to be calculated as from the second day of January, in the year one thousand eight hundred and seventy-nine, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Alton Pancras, in the county of Dorset, and in the diocese of Salisbury, and to his successors, Incumbents of the same vicarage, all and singular the yearly rectorial tithe commutation rent-charges, which are particularly described in the schedule hereunto annexed, and are now vested in us: To have and to hold the said yearly rectorial tithe commutation rent-charges to the use of the said Incumbent and his successors for ever: Provided always, that the said yearly rectorial tithe commutation rent-charges expressed to be hereby granted and conveyed, shall be, and be taken to be, in lieu of, and in full substitution for, the three several yearly sums or stipends, hereinafter mentioned, amounting together to one hundred and fifty-six pounds, heretofore payable by us, the said Ecclesiastical Commissioners to the Incumbent for the time being of the said vicarage of Alton Pancras, namely (first) the yearly sum or stipend of forty pounds, heretofore so payable by us as aforesaid, under the authority of an Order of Her Majesty in Council bearing date the seventeenth day of April, one thousand eight hundred and forty-four, and published in the London Gazette of the third day of May, in the same year; (secondly) the yearly sum or stipend of eighty-eight pounds also heretofore so payable by us as aforesaid, under the authority of a further Order of Her Majesty in Council, bearing date the twenty-sixth day of April, one thousand eight hundred and sixty-two, and published in the London Gazette of the second day of May, in the same year; and (thirdly) the yearly sum or stipend of twenty-eight pounds, also heretofore so payable by us as aforesaid, under the authority of an instrument sealed by us on the ninth day of March, one thousand eight hundred and seventy-six, and published in the London Gazette of the seventeenth day of the same month and year; to which substitution the Reverend Edwin Curwen Collard, the present Incumbent of the said vicarage of Alton Pancras, is consenting, and in token thereof has signed this instrument: And provided also, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the profits and proceeds of the said yearly rectorial tithe commutation rent-charges, for and in respect of the period intervening between the first day of November, in the year one thousand eight hundred and seventy-nine, and the date of the publication of these presents in the London Gazette.

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

Edwin Curwen Collard, Vicar of Alton Pancras.

(L.S.)

SCHEDULE.

EXTRACT from the Summary of the Apportionment of the Rent-charge in lieu of Tithes, in the parish of Alton Pancras, in the county of Dorset.

Landowners.	Occupiers.	Total Quantities.			Total Rent-charge payable to Appropriators.		
		A.	R.	P.	£	s.	d.
Harding, John, Esq. ...	Hart, Richard B. ...	685	1	39	62	5	0
	Himself ...	81	1	13	5	0	0
Phelps, Thomas, Esq. ...	Himself ...	214	3	7	16	7	6
	Stone, Robert ...	1228	0	36	126	5	0
	Miller, Michael, Esq. ...	13	0	30	1	14	0
	Dunning, Thomas ...	1	0	27	0	8	6
					£212	0	0

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant and convey to the Incumbent of the vicarage of Bekesbourne, in the county of Kent, and in the diocese of Canterbury, and to his successors, Incumbents of the same vicarage (first) the annual tenths amounting to eleven shillings and four pence, heretofore payable in respect of the said vicarage of Bekesbourne, and formerly receivable by the Archbishop of Canterbury, and latterly by us, the said Commissioners, and (secondly) all and singular the yearly tithe commutation rent-charges which are particularly described in the schedule hereunto annexed, and are now vested in us: To have and to hold the said annual tenths or payment and the said yearly tithe commutation rent-charges to the use of the said Incumbent and his successors for ever: Provided always, that the said yearly tithe commutation rent-charges expressed to be hereby granted and conveyed, shall be and be taken to be in lieu of, and in full substitution for (firstly) the yearly sum or stipend of ten pounds; and (secondly) the further annual sums or payments in respect and in lieu of four quarters of wheat and eighteen quarters of barley, which said yearly sum or stipend and annual sums or payments have been heretofore payable by us, the said Ecclesiastical Commissioners, or by our lessee, to the Incumbent for the time being of the said vicarage of Bekesbourne, in respect of the said and other yearly tithe commutation rent-charges and other hereditaments, to which substitution the Reverend John Firth Franks, the present Incumbent of the said vicarage, is consenting, and in token thereof has signed this instrument: And provided also, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the profits and proceeds of the said yearly tithe commutation rent-charges for and in respect of the period intervening between the tenth day of February, in the year one thousand eight hundred and seventy-seven, and the date of the publication of these presents in the London Gazette.

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

John Firth Franks, Vicar.

(L.S.)

SCHEDULE.

EXTRACT from the Summary of the Apportionment of the Rent-charge in lieu of Tithes in the parish of Beaksbourne, in the county of Kent.

Landowners.	Occupiers.	Numbers referring to the Plan.	Total Quantities.			Total Rent-charge payable to Appropriator.		
			A.	R.	P.	£	s.	d.
Gipps, George, and others ...	Burton, Stephen ...	...	3	3	21	0	10	0
Gansbey, John ...	Himself and others ...	...	7	0	4	2	14	0
Johnstone, J. B., Captain ...	Gardner, Robert ...	...	7	0	13	1	15	0

Extract from the Summary of the Altered Apportionment of the Rent-charge in lieu of Tithes in the parish of Beaksbourne, in the county of Kent, dated 10th August, 1861.

Canterbury, Archbishop of ...	Gardner, Mrs. Austin ...	...	185	0	20	48	10	11
Conyngham, Dowager Marchioness	Gardner, William ...	...	0	3	13	0	10	0
Gipps, George ...	Gardner, William, and others ...	...	76	1	36	12	7	6
Whale, Abram ...	Himself ...	...	1	3	20	0	18	0
The London, Chatham, and Dover Railway Company	Themselves ...	...	28	3	37	10	10	5

Extract from the Altered Apportionment of the Rent-charge in lieu of Tithes in the parish of Beaksbourne, in the county of Kent, dated 8th May, 1879.

Conyngham, Marquis ...	Himself ...	98	0	2	10	0	5	0
Gipps, George ...	Himself ...	120D	5	2	23	2	7	6
	Sladden, Septimus ...	115	2	1	20	0	12	0
		120B	28	0	9	10	13	1
		127	4	0	4	1	14	5
		128	9	1	29	4	0	9
		140	6	2	1	2	15	7
		141	15	0	8	6	7	6
		149	20	1	38	7	11	3
		112	4	0	12	2	2	4
						£116	5	3

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

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

(L.S.)

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

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby grant and convey to the Incumbent of the vicarage of Chute, in the county of Wilts, and in the diocese of Salisbury, and to his successors,

Incumbents of the same vicarage, the two pieces or parcels of land and hereditaments, together with all and singular the yearly tithe commutation rent-charges issuing and arising thereout, and all other the appurtenances thereunto belonging, which said pieces or parcels of land and hereditaments are particularly described in the schedule hereunto annexed, and are now, together with the said yearly tithe commutation rent-charges, vested in us, to have and to hold the said pieces or parcels of land and hereditaments with their appurtenances, and the said yearly tithe commutation rent-charges to the use of the said Incumbent and his successors for ever: Provided always, that the Incumbent for the time being of the same vicarage shall be entitled to receive from us, or on our account, the net amount of the rents, profits, and proceeds of the said pieces or parcels of land and hereditaments, and of the said yearly tithe commutation rent-charges for and in respect of the period intervening between the twenty-fifth day of March, in the year one thousand eight hundred and seventy-nine, and the date of the publication of these presents in the London Gazette.

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

(L.S.)

Schedule.

Chute Parish, in the County of Wilts.

Number on Tithe Plan of Parish.	Description.	Cultivation.	Quantity.
120	Lower Deep Field	Arable ...	A. R. P. 13 3 23
121	Lynch and Hedgerows	Pasture and Wood	2 1 36
			16 1 19

The lands above described are more particularly delineated on the plan hereunto annexed, and are thereon coloured green.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of seven hundred and fifty pounds sterling, which has been paid to us in favour of the vicarage of Saint Mary, High Crompton, in the county of Lancaster, and in the diocese of Manchester, and of a further benefaction, consisting of certain ground-rents, amounting together to twenty-eight pounds ten shillings and threepence per annum, which have been permanently secured to the said vicarage of Saint Mary, High Crompton, as an addition to the endowment thereof, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, sections five and eleven, grant to the Incumbent of the said vicarage of Saint Mary, High Crompton, and to his successors, Incumbents of the same vicarage, to meet the aforesaid benefactions, one yearly sum or stipend of twenty-five pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable in equal half-yearly portions, on the first day of May, and on the first day of November in

each and every year: And we do also, in further consideration of the aforesaid benefactions, hereby grant and appropriate out of our said common fund to the said vicarage of Saint Mary, High Crompton, one capital sum of seven hundred and fifty pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage, according to plans and a specification approved or to be approved by us, such capital sum, or the balance thereof unapplied to such purpose, to remain in the meantime in our hands at interest after the rate of three pounds per centum per annum, and such interest to be paid to the Incumbent for the time being of the said vicarage of Saint Mary, High Crompton: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend of twenty-five pounds, or any part thereof, shall be annexed by us to the said vicarage, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

In the Matter of Letters Patent granted to John Cousins Garrood, of Fakenham, Norfolk, for "improvements in the construction of bicycles and other velocipedes," bearing date the 6th day of October, 1876. No. 3875.

NOTICE is hereby given, that the said John Cousins Garrood has applied by petition to the Commissioners of Patents for Inventions for leave to file in the Great Seal Patent Office, with the specification to which the

same relates, a Disclaimer and Memorandum of Alteration of parts of the specification of the said Letters Patent; and that any person intending to oppose such application must give notice thereof at the office of the Attorney-General, No. 6, Crown Office-row, Temple, within ten days from the date hereof.—Dated this 27th day of November, 1879.

Newton and Son, 66, Chancery-lane,
Agents for the Applicant.

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

In the Matter of the Companies Acts, 1862, 1867, and 1877, and in the Matter of the Northern Counties of England Fire Insurance Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Chancery Division of Her Majesty's High Court of Justice, was, on the 26th day of November, 1879, presented to the Master of the Rolls by John Henry Wilcock, trading under the style or firm of J. H. Wilcock and Company, of 4, New Cannon-street, Market-street, Manchester, in the county of Lancaster, Commercial Stationers, Printers, and Account Book Makers, a creditor of the said Company; and that the said petition is directed to be heard before the Master of the Rolls on the 6th day of December, 1879; 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.

Francis Dollman, 45, Cornhill, London,
E.C., Solicitor for the Petitioner.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 26th day of November, 1879.

ISSUE DEPARTMENT.

	£		£
Notes issued	42,279,390	Government Debt	11,015,100
		Other Securities	3,984,900
		Gold Coin and Bullion	27,279,390
		Silver Bullion	—
	<u>£42,279,390</u>		<u>£42,279,390</u>

Dated the 27th day of November, 1879.

F. May, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital	14,553,000	Government Securities	17,290,587
Rest	3,082,978	Other Securities	18,837,535
Public Deposits (including Ex- chequer, Savings Banks, Com- missioners of National Debt, and Dividend Accounts)	3,140,668	Notes	14,973,275
Other Deposits	31,087,800	Gold and Silver Coin	1,091,729
Seven Day and other Bills	329,180		
	<u>£52,193,126</u>		<u>£52,193,126</u>

Dated the 27th day of November, 1879.

F. May, Chief Cashier.

SUPPLEMENT TO

AN ACCOUNT, pursuant to the Act seventh and eighth Victoria, cap. 32, of the Average Amount of BANK NOTES, of the several Banks of Issue in ENGLAND and WALES, in Circulation during the Week ending Saturday, the 15th day of November, 1879.

The undermentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 25th day of November, 1879.

Name, Title, and Principal Place of Issue.			Average Amount.
West Riding Bank, Wakefield, and Pontefract Bank	Wakefield ...	Leatham, Tew, and Co.	£ 28,809

W. H. COUSINS, Registrar of Bank Returns.

Inland Revenue, Somerset House, November 27, 1879.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 26th November, 1879.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Germany ... ..	...	...	...	...	104,076	104,076
France	5,670	270	5,940	108,682	27,420	136,102
Spain	2,090	...	2,090	...	...	...
Philippine Islands	6,250	...	6,250	...	...	...
China	1,009	...	1,009	37,840	...	37,840
Japan	6,420	...	6,420	...	...	...
Australia	11,533	23,852	35,385	52,494	20,416	72,910
Brazil	662	...	662	189,562	...	189,562
Other Countries	2,370	351	2,721	51,016	32,383	83,399
...
...
Aggregate of the Importations } registered in the Week ... }	36,904	24,473	60,477	439,594	184,295	623,889
Declared Value of the said } Importations }	£ 142,803	£ 97,902	£ 240,705	£ 93,844	£ 42,268	£ 136,112

Countries to which Exported.	Exported from the United Kingdom.					
	GOLD.			SILVER.		
	Coin.		Bullion.	Coin.		Bullion.
	British.	Foreign.	Total.	British.	Foreign.	Total.
Germany ... ..	...	13,000	28	13,028	...	...
France	2,048	...	2,048	...	...	...
Egypt	58,596	1,034	59,630	...	...	...
British India	2,570	...	2,570	...	273,251	273,251
Brazil	11,051	...	11,051	1,820	...	1,820
United States ... ..	...	116,700	64,695	181,395	62,400	62,400
Other Countries	157	...	157	2,252	...	515
...
...
...
...
...
...
Aggregate of the Exportations } registered in the Week ... }	74,422	130,734	64,723	4,072	62,400	273,766
Declared Value of the said } Exportations }	£ 289,600	£ 495,308	£ 250,110	£ 1,120	£ 13,200	£ 65,120

In Parliament—Session 1880.

South Essex and Dengie Flats Reclamation.
(Incorporation of Company; Power to Reclaim certain Waste Lands on the Eastern and South-Eastern Coasts of Essex; Construction of Embankments and other Works.)

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

To incorporate a Company (herein referred to as "the Company") and to authorize them to construct an embankment or embankments and all works necessary for the reclamation from the sea and for the draining, enclosing, working, and improving the whole or part of the green or samphire marshes, saltings, black lands, waste lands, mud banks, sands, flats, or shoals lying on the eastern and south-eastern coasts of the county of Essex, and called or known by the name of Dengie Flats, St. Peter's Sands, and the Ray Sands, and now subject to be overflowed by the tide, and which said lands are shown on the plans to be deposited as hereinafter mentioned, and are situate in, abutting upon, and lying to the seaward of the several parishes, townships, extra-parochial, and other places following, that is to say:—Burnham, Southminster, Asheldham, Dengie or Dengey, Tillingham, and Bradwell-next-the-Sea.

To authorize the Company for the purposes of such reclamation to make and maintain the follow-works in the said county of Essex:—

An embankment or sea wall commencing on the north side of the River Crouch, at the present sea wall or embankment, at or near to Hollywell Point, in the aforesaid parish of Burnham, and running from thence in an easterly direction near to or parallel with the northern shore of the said low-water channel of the mouth of the said River Crouch, for a distance of one mile and a half, or thereabouts, thence curving in a north-easterly direction for a distance of one mile and a half, or thereabouts, thence running in a northerly direction for a length of five miles, or thereabouts, thence curving in a north-westerly direction for a distance of one mile and a half, or thereabouts, and terminating at a point in the aforesaid parish of Bradwell-next-the-Sea, in the existing line of embankment at or near Sales Point.

To make all such other embankments, drains, cuts, dams, culverts, bridges, roads, sluices, and groynes, and to improve, enlarge, or narrow, deepen, alter, or divert the course of the low water channels which now flow through the said lands to be reclaimed, and all other works necessary for the drainage, enclosing, working, improving, and reclamation thereof, and to make provision for the lighting, watching, management, and protection of the intended embankments and other works.

To deviate laterally from the lines of the intended embankments and other works to the extent shown on the plans hereinafter mentioned, or to be provided for by the Bill, and also deviate from the levels of those works shown on the deposited sections.

To stop up, alter, cross, or divert, either temporarily or permanently, all roads, ways, approaches, cuts, streams, watercourses, and drains, and to make all accommodation works which may be necessary for the purposes of the proposed works, or any of them.

To purchase by compulsion or by agreement lands, houses, or other hereditaments, and also to vest in the Company the lands so to be reclaimed

by means of the said embankments and other works, and to vary and extinguish all existing rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To enable the Company to sell and dispose of or otherwise to take measures for bringing into cultivation the land so to be reclaimed.

To raise capital by the issue of shares and by borrowing on bonds, mortgage, debenture stock, or otherwise.

The proposed Bill will incorporate with itself all or some of the provisions of "The Companies Clauses Act, 1845," and "The Companies Clauses Consolidation Acts, 1863 and 1869," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Acts, 1860 and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby further given, that duplicate plans and sections of the works intended to be made, and plans of the lands intended to be reclaimed under the provisions of the proposed Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette will, on or before the 29th day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at his office at Chelmsford, 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 at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1879.

F. G. Gorton, 46, Bedford-row, Solicitor.

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

In Parliament.—Session 1880.

Maldon and Mersea Deep Railway and Pier.

(Incorporation of Company; Construction of Railway between Maldon and "Mersea Deep" with a Pier in connexion therewith; Powers to the Great Eastern Railway Company; Working and Traffic Agreements and Facilities; Use of Great Eastern Station at Maldon; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to incorporate a Company (hereinafter called "the Company") for making and maintaining the following railway and pier, in the county of Essex, with all necessary stations, approaches, works, and conveniences connected therewith, that is to say:—

1. A railway commencing in the parish of St. Peter's, Maldon, by a junction with the Witham and Maldon Branch of the Great Eastern Railway Company, at or near the termination thereof at Maldon, thence passing from, in, through, or into the parishes and places of Maldon, St. Peter's Maldon, Heybridge, Little Totham, Great Totham, Tolleshunt, Tolleshunt D'Arcy, Goldhanger, and Tollesbury, and terminating in the said parish

of Tollesbury at the sea wall, at or near high water, at Quarter Spit, Virley Channel, near the mouth of the River Blackwater.

2. A pier or jetty (with rails thereon for the passage of engines and carriages) in the said parish of Tollesbury or on the foreshore adjoining that parish, commencing at the termination of the said intended railway at the sea wall near Quarter Spit and extending into the sea in an easterly direction from low water mark for a distance of about 500 yards.

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

To purchase by compulsion and also by agreement, lands, houses, and hereditaments for the purposes of the said proposed railway, pier, and works connected therewith, to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, and to confer other rights and privileges.

To levy tolls, rates, duties, and charges upon and in respect of the proposed railway, pier, and works, to confer exemptions from the payment of tolls, rates, duties, and charges, to vary or extinguish all existing rights and privileges in or over the foreshore and estuary of the River Blackwater, and the Mersea Deep, Mersea Quarters, Virley Channel, which would interfere with the construction or maintenance of the said proposed works, and to exempt all ships and vessels coming to, using or departing, from the works of the Company from the payment of any rates, tolls, or dues now leviable or payable by custom or otherwise; and the said intended Act will also vary and extinguish all other rights and privileges inconsistent with the objects thereof, and confer other rights and privileges.

To deviate laterally from the lines of the intended works to the extent shewn on the plans hereinafter mentioned, or to such greater extent as may be provided for by the Bill, and also to deviate vertically from the levels shewn on the sections hereinafter mentioned to such an extent as may be found desirable or expedient.

To cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streams, pipes, canals, sewers, rivers, watercourses, bridges, railways, and tramways within the parishes and places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said intended railway and pier or any of the works connected therewith.

The intended Act will enable the Great Eastern Railway Company to contribute towards, and to subscribe for, and hold shares in the capital of the Company, and to apply their funds for those purposes, and if necessary to raise additional capital by ordinary or preference shares, and by borrowing for the same purposes, and to appoint Directors of the Company.

The intended Act will enable the Company on the one hand and the Great Eastern Railway Company on the other hand from time to time to enter into arrangements for the working, use, management, and maintenance of the undertaking of the Company, or any part thereof, and the supply of rolling stock and plant, and of officers and servants for the conduct of the traffic thereon, and for the payments, rebates, and allowances to be made and allowed, and the conditions to be performed with respect to such working, use, maintenance, and management, and for the fixing, collection, appropriation, and division of the tolls

and other revenues arising from the railway, pier, and works of the Company.

The intended Act will make provision for facilitating the interchange and transmission of all traffic whatsoever to, from, and over the said intended railway and pier, and including through booking to, from, over, and in connection with the railways of the Great Eastern Railway Company.

The intended Act will or may provide for the use by the Company and all Companies and persons using their railway of the station of the Great Eastern Railway Company, and of the sidings, railway, and other approaches thereto, and all works, buildings, conveniences, and accommodations connected therewith, on such terms and conditions as may be mutually agreed upon between the Company and the Great Eastern Railway Company, or as in case of difference may be settled by a referee.

The Act will incorporate all or some or one of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Acts, 1845 and 1863; and the Harbours, Docks, and Piers Clauses Act, 1847.

And it is intended so far as may be requisite or desirable for any of the purposes of the said intended Act to alter, amend, extend, or repeal the provisions, or some of them, of the following Acts, that is to say :—The Great Eastern Railway Act, 1862, and of any other Acts relating to the Great Eastern Railway Company.

Duplicate plans and sections showing the lines, situation, and levels of the said intended railway and pier, and the lands in or through which the same are intended to be made, together with an ordnance map with the line of railway delineated thereon, a book of reference to the 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 Essex, at his office at Chelmsford, 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, together with a copy of this notice, will be deposited for public inspection with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk of the adjoining parish; at his residence.

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 13th day of November, 1879.

In Parliament.—Session 1880.

Teign Valley Railway.

(Abandonment of Portion of Authorised Extension to Crediton; Release of Parliamentary Deposit; Powers as to Capital; Arrangements with and Powers of Subscription, Raising and Application of Moneys to the Great Western Railway Company; Other Powers, Amendment, or Repeal of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Teign Valley Railway Company (hereinafter called the Company) for leave to bring in a Bill for the following or some of the following, among other purposes (that is to say):

1. To authorise and require the Company to abandon and relinquish the construction of the

whole or any part of the portion hereinafter described of the railway authorised by the Teign Valley Railway (Extension) Act, 1875, namely:—So much thereof as is situate and lies between the commencement thereof in the parish of Crediton, and a point in the parish of Dunsford, marked 7 miles and 2 furlongs on the plans of that railway (and which plans were deposited in respect of the Act of 1875 with the Clerk of the Peace for the county of Devon, in the month of November, 1874), and to release the Company from all liabilities, penalties, and obligations for the non-completion thereof, and to declare null and void all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference thereto, and to provide for the transfer and payment out of Court of the whole or any portion of the stocks and moneys deposited in respect of the application to Parliament for the Act of 1875, and now in the Chancery Division of the High Court of Justice, as security for the completion of the railway thereby authorised.

2. To provide for the reduction and modification of the capital and borrowing powers of the Company under the said Act of 1875, and to alter, amend, or repeal Sections 5 to 20 both inclusive of that Act, and to provide that any capital raised by the Company under that Act shall form part of the general capital of the Company, and may be issued either as ordinary or preferential, or with other rights or privileges attached thereto, and to authorise the Company for the purposes of the portion not abandoned of the railway authorised by the Act of 1875, and for the general purposes of their undertaking, to raise money by the creation of new shares or stock, either ordinary or preferential, and by borrowing, and by debenture stock, or by any of such means.

3. To authorise the Company and the Great Western Railway Company from time to time to enter into and carry into effect contracts, agreements, and arrangements, for or with respect to the construction, working, use, management, and maintenance of the railways and works of the Company, or any part thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said railways, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance; the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, 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 either of the contracting Companies to the other of them for or on account of any of the matters to which the 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 such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

4. To authorise the Great Western Railway Company to subscribe and contribute money towards and to take and hold shares in the capital of the Company and to guarantee to or for the Company interest, dividend, annual or

other payments on shares or stock, and the principal and interest of any loan, and for such purposes to apply their corporate funds, and to raise further moneys by the creation of new shares and stock in their undertaking, either ordinary or preferential, and by borrowing.

5. To alter, amend, 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): 26 and 27 Vic., cap. 159; 38 and 39 Vic., cap. 183, and the several other Acts relating to or affecting the Company; 5 and 6 Wm. 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.

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

Dated this 13th day of November, 1879.

William Toogood, 16, Parliament-street, Westminster;

Henry Smith, 33, Norfolk-street, Strand; Solicitors.

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

Board of Trade.—Session 1880.

Boston District Tramways.

(Application for a Provisional Order to amend the Boston District Tramways Act, 1878, and to authorise the use of steam or other mechanical power, alteration of gauge, power to use carriages extending more than eleven inches from the outer edge of the wheels, amendment of Act, and other purposes.)

NOTICE is hereby given, that application is intended to be made by the Boston District Tramways Company (hereinafter called the Company) to the Board of Trade for a Provisional Order to effect the following purposes, or some of them, that is to say:

To authorise the Company, and all persons, Corporations and Companies lawfully using the Tramways authorised by the Boston District Tramways Act, 1878, to work those tramways or some or one of them, for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the intended Order by means of steam or other mechanical or motive power, subject to such conditions and restrictions as may be provided in the intended Order.

To authorise and empower the Company to alter and reduce the gauge upon which their tramways are authorised to be constructed.

To authorise and empower the Company to use on their tramways, carriages extending more than eleven inches beyond the outer edge of the wheels of such carriages.

To vary or extinguish all rights and privileges which would interfere with, or prevent, the execution of the purposes of the intended Order, or any of them, and to confer all necessary powers, rights and privileges, for carrying the same into effect.

To amend, extend and enlarge, or to repeal, so far as may be necessary for the purposes of the intended Order, all or some of the provisions of the Boston District Tramways Act, 1878; the Locomotive Act, 1861; the Locomotive Act, 1865; the Tramways Act, 1870; 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.

On or before the 30th November instant, a copy of this advertisement will be deposited for public inspection with the Clerk or the Peace for the parts of Holland, in the county of Lincoln, at his office at Boston; at the office of the Board of Trade, Whitehall, London; with the clerks of the parishes of Boston, Skirbeck, Fishtoft, Freiston, Butterwick, Benington, Leverton, Leake, and Wrangle respectively, at their respective residences, and with the Local Authority of every district in which the said tramways are situate.

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 them at the offices of the undersigned.

Every Company, Corporation, or person 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 1st day of January, 1880, and copies of their objections must at the same time be sent to the undersigned.

Dated this 20th day of November, 1879.

Staniland and Wigelsworth, Boston, Solicitors;

Wyatt, Hoskins, and Hooker, 28, Parliament-street, Westminster,

Parliamentary Agents.

In Parliament—Session 1880.

Aston (Liverpool Street) Burial Ground.

Sale of Burial Ground in Liverpool-street, in the parish of Aston; and borough of Birmingham; Appropriation of Purchase Money.

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

1. To authorize the sale of the disused burial ground of the parish of Aston, in the county of Warwick, situate in Liverpool-street, in the said parish; and in the borough of Birmingham, either as a whole or in lots, by public auction or private contract, and in consideration of a gross sum or gross sums, or of an annual rent-charge or annual rent-charges, or of partly the one and partly the other, and generally upon such conditions, special or otherwise, as may be deemed expedient, and to provide for the conveying to and the vesting in the purchaser or purchasers of the said burial ground, or the portions thereof which may be sold discharged from all ecclesiastical or other uses, and so that the same may be appropriated to any secular purposes whatsoever.

2. To provide for the removal and re-interment in consecrated ground of the remains of persons buried in the said burial ground, and the removal of any tombstones or other memorials which may be found therein.

3. To provide for the payment of the purchase money to the Ecclesiastical Commissioners for England, or to such other body or person as the Bill may define, and for the appropriation thereof for the restoration and enlargement of the parish church of Aston, or for such other Church purposes as the Bill may define or Parliament may prescribe.

4. And it is proposed to confer on the Lord Bishop of the diocese, the patrons, vicar, and churchwardens of the said parish church for the time being, and the Ecclesiastical Commissioners for England, or some or one of them, and on all other persons whose concurrence or consent may be necessary, full powers to make, do, enter into, and execute all contracts, agreements, deeds, or other instruments, matters, and things which may be necessary, proper, or convenient for the carrying into effect all or any of the objects of the intended Act, and to confirm, and, if need be, to vary any contract or agreement which may be made or entered into prior to the passing of the intending Act touching any object of the Bill, and to vary or extinguish all rights and privileges which would or might interfere with any object of the Act being fully carried out, and to confer other rights and privileges.

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

Dated this 12th day of November, 1879.

White, Borrett, and Co., 6, Whitehall-place, London, Solicitors for the Bill.

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

Board of Trade.—Session 1880.

Derby Tramways.

(Application for Provisional Order to authorise the Use of Steam or other than Animal Power on the Tramways authorised by the Derby Tramways Order, 1879; Repeal or Amendment of Acts and Orders, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Derby Tramways Company, Limited (hereinafter called "the Company") on or before the 23rd day of December next, for the following, or some of the following, among other purposes:

To amend, extend, repeal, and vary the provisions of the Derby Tramways Order, 1879, and particularly to repeal or amend the proviso at the end of Section 16 of the Derby Provisional Order, 1879, so far as regards the authorised tramway through Corn-market, St. Peter's-street, and London-street, for a length of 6 chains at its western end, and to enable the Company to substitute therefor a double line for a single line.

To authorise and empower the Company and all persons, Corporations, and Companies lawfully using the authorised tramways of the Company, or any or either of them, to work such tramways for the purpose of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws or regulations as the Board of Trade may from time to time make, by means of locomotive steam or other engines, or other mechanical or motive power, in addition to, or in substitution for, animal power.

To incorporate with and extend and apply to the Provisional Order the provisions of the Tramways Act, 1870, and, if necessary, 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 Acts amending the said Acts so far as they may respectively apply to or affect the said tramways or any engines or carriages to be used thereon, and also to repeal, amend, or alter any

other Act of Parliament which may in anywise affect such tramways, engines, or carriages.

To confer upon the Company all rights, powers, or privileges, which may be 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 a copy of this advertisement will be deposited for public inspection as follows—with the Clerk of the Peace for the county of Derby at his office at Derby, with the town clerk of the borough of Derby at his office at Derby, and with the clerk of the Urban Sanitary Authority for the borough of Derby at his office at Derby. A copy of such advertisement will also be deposited with the parish clerk of each parish affected at his place of abode, and with regard to any extra-parochial place affected a copy of such advertisement will be deposited with the parish clerk of some parish immediately adjoining thereto at his place of abode. All such deposits will be made on or before the 29th day of November instant.

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, 1879, 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 the undersigned Walter Webb, 23, Queen Victoria-street, London, E.C.

Every Company, Corporation, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, on or before the 1st day of January, 1880, and a copy of such objection must also be sent to the Promoters, or their undersigned Solicitor and Parliamentary Agent on their behalf, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agent.

Dated this 17th day of November, 1879.

Walter Webb, 23, Queen Victoria-street,
London, E.C., Solicitor and Parliamentary Agent.

In Parliament.—Session 1880.

Benington and Wainfleet Reclamation.

(Power to Reclaim Lands from the Sea, in the county of Lincoln; Vesting of Land in Company; Power to Raise Money; Purchase of Land; Compulsion and Agreement; Maintenance of Embankment.)

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

To incorporate a Company (hereinafter referred to as "the Company") to take from the sea and purchase by compulsion, and reclaim any flooded, unenclosed, waste, or other lands in the several parishes, townships, extra-parochial, and places following, or some or one of them:—Benington, Leverton, Leake, Wrangle, Friskney, and Wainfleet St. Mary, in the parts of Holland, in the county of Lincoln, by an embankment commencing at the existing sea embankment, 14 chains, or thereabouts, from the boundary separating the parishes of Benington and Leverton, and terminating by a junction with the present sea embankment at or near the farm-house in the

occupation of Mr. Smith, near Gibraltar, in the parish of Wainfleet Saint Mary, below the limit of high water mark seaward, and to vary or exchange all rights and claims whatsoever in or affecting all such lands acquired or vested in the Company, and to empower the Company to reclaim and improve, and to resell, or lease, or otherwise deal with such lands, and to apply the funds raised for that purpose, as empowered by the proposed Bill.

To enable the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigation, rivers, canals, streams, and watercourses, gas, water, and other pipes, and telegraph apparatus, so far as may be necessary in constructing, maintaining, or using the said intended reclamation and works, or for other the purposes of the Bill, and to deviate horizontally from the lines and vertically from the levels of the said lines as shown upon the plans and sections hereinafter mentioned to any extent to be authorized by the Bill.

To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended reclamation and works, and of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses, and property which would interfere with or prevent the carrying into execution any of the purposes of the said Bill, and to exercise other rights and privileges.

The Bill will grant to the Company the usual powers for construction and maintenance of the embankment, and the works connected therewith.

The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would in any way interfere with any of its objects, and will confer other rights and privileges; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," and Railways Clauses Consolidation Acts, 1845 and 1863.

Duplicate plans and sections describing the line, situations, and levels of the works and the lands, houses, and other property which may be taken under the powers of the Bill, together with book of reference to such plans, containing the names of owners, reputed owners, lessees, and occupiers of such lands, houses, and other property, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the parts of Holland, in the county of Lincoln, at his office, at Boston, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and a copy of this notice will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his residence.

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

Dated this 13th November, 1879.

Woolf and Crump, 70, Queen-street,
Cheapside, Solicitors for the Bill.

In Parliament.—Session 1880.

Great Western Railway.

(Railways in the Counties of Bucks, Monmouth and Glamorgan; Alteration of Mitcheldean Road and Forest of Dean Junction Railway, Footpaths, and Roads in the Counties of Bucks, Gloucester, Monmouth, and Devon; Additional Lands in the Counties of the City and County of Bristol, Devon, and Monmouth; Power to Purchase Easements or Rights, if any, over certain Lands belonging to Company at Stourbridge; Further Powers to Company and Tiverton and North Devon Railway Company as to Additional Lands and Roads, and to Company and Midland Railway Company in connection with the Clifton Extension Railway; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Provisions as to Superfluous Lands on the Railways of the Company on the West London Railway, on the Hammersmith and City Railway, and on the Ross and Monmouth Railway; Extension of Time for the Construction of the Railway (A) authorised by the Bristol and Exeter Railway Act, 1875; Revival of Powers for the Purchase of Lands on, and Extension of Time for the Construction of the Severn Tunnel Railway; Vesting of Undertakings of the Ely and Clydach, Malmesbury, Mitcheldean Road and Forest of Dean Junction, Calne, and Culm Valley Light Railway Companies in the Company; Agreements with those Companies; Vesting of Undertaking of Festiniog and Blaenau Railway Company (Limited), in Company and Bala and Festiniog Railway Company, Agreements with Reference thereto; Power to Company to Subscribe to the Capital and Debenture Debt of the Calne Railway Company, Agreements with that Company; Agreements with Devon and Somerset Railway and Bristol and Portishead Pier and Railway Companies and other Companies; Conversion of Gauge on the Railways of those Companies; Power to Company to Advance Moneys to such Companies; Confirmation of Agreement between Company and the Teign Valley Railway Company, and between Company and Owner of Hall's Tramroad; Agreements with Llynvi and Ogmore Railway Company, and with the Marquess of Bute, and the Trustees of the late Marquess of Bute; Establishment of a Provident Institution, Savings Banks, Servants' Pension Fund, and other Institutions; Powers to Company with Reference to Hotels; Provision as to Capital Raised under the provisions of the Great Western, Bristol, and Exeter, and South Devon Railway Companies (Cornwall and West Cornwall Railways) Act, 1871, and the interest thereon; Power to Apply Corporate Funds; Capital; Exercise by Company of Borrowing Powers of Leominster and Kington Railway Company as to their Branch to Presteign; Power to that Company to Raise Additional Capital; Power to Tiverton and North Devon Railway Company to Apply Corporate Funds; Repeal of Certain Sections of the Mill Bay Pier and Plymouth Great Western Dock Acts, as to Dues, Tolls, and Charges authorised by those Acts, and Power to Company to levy other Dues, Tolls and Charges in lieu thereof; Repeal of Certain Sections of the Local and Personal Act, 6 and 7 William 4, cap. 36, and other Provisions in lieu thereof; Abandonment of the Railways following, videlicet: Railway No. 3, authorised by the Great Western Railway Act, 1872; Railway No. 1,

authorised by the South Devon Railway Act, 1872; and part of Railway No. 1, authorised by the Exe Valley Railway Act, 1874; 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, roads, 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 (No. 1), commencing in the parish of Upton-cum-Chalvey by a junction with the northern lines on the Company's railway, at a point about 6 chains westward of the mile post indicating 17½ miles from Paddington, and terminating in the parish of Taplow by a junction with the Company's railway opposite or near to the mile post thereon, indicating 22½ miles from Paddington, which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz., Upton-cum-Chalvey, Stoke Poges, Farnham Royal, Burnham, Hitcham, and Taplow, all in the county of Bucks.
2. A Railway (No. 2) to be wholly situate in the parish of Upton-cum-Chalvey, in the county of Bucks, commencing by a junction with Railway No. 1 about 4 chains westward of the commencement thereof, and terminating by a junction with the southern lines on the Company's railway, about 4 chains eastward of the mile post thereon indicating 18 miles from Paddington.
3. A Railway (No. 3) commencing in the parish of Upton-cum-Chalvey by a junction with the intended Railway No. 1, at a point thereon about 2 chains westward of the goods shed of the Company at the Slough Station, and terminating in the parish of Stoke Poges by a junction with the Company's Windsor Branch at a point about 2 chains south-westward of the bridge which carries the road from Slough to Stoke Poges over the Company's railway adjoining the Slough Station, which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, viz., Upton-cum-Chalvey and Stoke Poges, in the county of Bucks.
4. A Railway (No. 4) commencing in the parish of Mynyddislwyn by a junction with the Western Valleys Railway of the Monmouthshire Railway and Canal Company, about 100 yards southward of the mile post on that railway, indicating a distance of 7½ miles from Newport, and terminating in the parish of Mynyddislwyn, by a junction with the railway authorised by the Great Western Railway Act, 1876, at or near the termination thereof near the western end of the tunnel on Hall's Tramroad, which intended railway 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):—Risca, Abercarne, and Mynyddislwyn, all in the county of Monmouth.
5. A branch Railway or siding (No. 5), to be wholly situate in the parish of St. Mary,

Cardiff, in the county of Glamorgan, commencing by a junction with a siding of the South Wales Railway of the Company, about 17 yards eastward of the eastern end of the bridge which carries the said railway over the River Taff, and terminating at or near a siding about 60 yards southward of the south-east corner of the foundry building of the Bute Iron Works belonging to and occupied by Messrs. Maudslay.

To sanction and authorise the construction and maintenance of the line of railway authorised by the Mitcheldean Road and Forest of Dean Junction Railway Act, 1871 (hereinafter referred to as the Mitcheldean Railway), according to the line and levels thereof, as constructed or as now being constructed and as shown upon the plans and sections to be deposited as hereinafter mentioned, from the commencement thereof at or near the station-yard of the Mitcheldean Road Station of the Hereford, Ross, and Gloucester Railway, in the parish of Lea, otherwise Lea Upper, in the county of Hereford, to the termination thereof by a junction with the Whimsey Branch of the Company's Forest of Dean Railway, in the township of East Dean, in the county of Gloucester, and which railway passes from, in, through, or into the several parishes, townships, extra-parochial and other places following, that is to say: Lea, otherwise Lea Upper; Lea, otherwise Lea Lower; and Hope Mansell, in the county of Hereford; Newland, Ruardean, and East Dean, in the county of Gloucester.

To enable the Company to stop up and discontinue the following:—

So much of the footpath in the parish of Iver, in the county of Bucks, which crosses the railway of the Company on the level about 4 chains eastward of the mile-post on the railway indicating 14½ miles from London as lies between the boundaries of the Company's property, and also as extends for a distance of about 17 chains north-eastward of the said railway, and in lieu thereof to make and maintain a new footpath wholly in the said parish of Iver, commencing at or near the southern end of the bridge which carries the road leading from Thorney to Iver over the said railway, and terminating on the southern side of the railway at the said footpath first above described, about 3 chains eastward of the said mile-post indicating 14½ miles from London.

So much of the footpath in the parish of Iver, in the county of Bucks, which crosses the railway of the Company on the level about 10 chains eastward of the mile-post on the said railway indicating 15 miles from Paddington as lies within the boundaries of the Company's property, and also as extends for a distance of about 14 chains southward of the said railway, and in lieu thereof to make and maintain a new footpath, wholly in the said parish of Iver, commencing on the northern side of the railway at the said footpath, and immediately adjoining the northern fence of the Company's property, and terminating at or near the aforesaid point about 14 chains southward of the railway.

So much of the road in the parish of Langley Marish, in the county of Bucks, which crosses the railway of the Company on the level about 4 chains eastward of the mile-post on that railway indicating 15½ miles from London as lies within the boundaries of the Company's property, and in lieu

thereof to make and maintain a new road on and near to the northern side of the railway, commencing about 14 yards northward of the northern side of the bridge which carries the railway of the Company over the road leading from Sutton to Iver, and terminating in a field belonging to Mr. John Nash, and immediately opposite the mile-post on the railway indicating 15½ miles from London.

So much of the road in the parish of Langley Marish, in the county of Bucks, which crosses the railway of the Company on the level about 11½ chains westward of the mile-post thereon, indicating 15½ miles from Paddington, as lies 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 Langley Marish, on the northern side of the railway, commencing about 4½ chains northward of the new bridge which carries the railway over the public road leading from Langley to Sawyer's Green, and terminating in a field belonging to Mr. Charles Meeking, opposite a point about 6 chains eastward of the mile-post on the said railway, indicating 16 miles from Paddington.

So much of the footpath in the parish of Langley Marish, in the county of Bucks, which crosses the railway of the Company on the level, about 1 chain eastward of the mile-post on the said railway, indicating 16½ miles from Paddington, as lies within the boundaries of the Company's property, and also as extends for a distance of about 20 chains north-eastward of the said railway, and in lieu thereof to make and maintain a new footpath, wholly in the said parish of Langley Marish, commencing at the southern side of the railway, and adjoining the new bridge which carries the said railway over the public road leading from Langley to Sawyer's Green and Langley Park, about 3 chains westward of the mile-post on the said railway, indicating 16 miles from Paddington, and terminating at the footpath above described about 1 chain eastward of the said mile-post, indicating 16½ miles from Paddington.

So much of the footpath in the parish of Farnham Royal, in the county of Bucks, which crosses the railway of the Company on the level, about 8 chains westward of the mile-post on the said railway indicating 19 miles from Paddington as lies within the boundary of the Company's property, and also as extends for a distance of about 5 chains southward, and about 1 chain northward of the said railway; and in lieu thereof to make and maintain a new footpath, wholly in the said parish of Farnham Royal, commencing on the northern side of the railway at the said footpath, and terminating in the road near the northern end of the bridge which carries the road from Farnham Royal to Slough, over the railway about 2 chains eastward of the mile-post on the railway indicating 19½ miles from Paddington.

So much of the footpath in the parish of Burnham, in the county of Bucks, which crosses the railway of the Company on the level, at or near the mile-post on the said railway indicating 20½ miles from Paddington, as lies within the boundary of the Company's property, and also as extends for a distance of about 4 chains southward of the said

railway, and about 1 chain northward of the said railway; and in lieu thereof to make and maintain a new footpath, wholly in the said parish of Burnham, commencing at the said footpath about 4 chains southward of the railway, and terminating in the road on the southern side of the bridge which carries the railway over the road from Burnham to Slough, about 6 chains eastward of the said mile-post, on the railway indicating 20½ miles from Paddington.

So much of the footpath in the said parish of Burnham which crosses the railway of the Company on the level, about 6 chains westward of the mile-post on the said railway indicating 21½ miles from Paddington; as lies within the boundary of the Company's property, and also as extends for a distance of about 2 chains north-eastward therefrom, and in lieu thereof to make and maintain a new footpath, wholly in the parish of Burnham, commencing at the said footpath about 2 chains north-eastward of the railway, and terminating in the roadway leading from Maidenhead to Burnham, about 1½ chains northward of the bridge which carries the railway over the said road, about 6 chains westward of the said mile-post indicating 21½ miles from Paddington.

So much of a certain road in the parish of Henbury, in the county of Gloucester, known as the Green-lane (leading from Redwick to Salthouse Farm), and numbered on the plans deposited with the Clerk of the Peace for the county of Gloucester in respect of the Severn Tunnel Railway Act, 1872, 35, in the parish of Henbury, as extends for a distance of about 150 yards on each side of the authorised Severn Tunnel Railway, and in lieu thereof to make and maintain a new road wholly in the said parish between the points aforesaid.

So much of a certain road in the parish of Caldicot, in the county of Monmouth, which passes through a cattle creep or archway under the South Wales Railway of the Company at about 16 chains eastward of the mile-post on that railway indicating 148 miles from London; and to stop up the said cattle creep or archway.

So much of the public highway or road called Broad-lane, situate in the parish of Tiverton, in the county of Devon, as lies between a point situate about 50 yards westward of the junction of Broad-lane with West Exe-street and a point about 140 yards westward of the said junction, and which highway or road is intended to be crossed by the Deviation Railway No. 2, authorised by the Bristol and Exeter Railway, 1875, about 100 yards westward of the junction aforesaid, and in lieu thereof to make and maintain a new road wholly in the said parish of Tiverton; commencing at a point in Broad-lane aforesaid, about 140 yards westward of the said junction, and terminating at West Exe-street at a point thereon about 50 yards northward of the junction aforesaid.

So much of the turnpike road in the parish of Tiverton, leading from Exeter to Tiverton, as lies between a point 120 yards north-eastward of the Ashley toll gate on the said road near Tiverton, and a point measured along the said road 120 yards south-westward of the said toll gate; and to substitute in lieu thereof a new road, to be wholly situate in the said parish, commencing at or near the

said last-mentioned point, crossing over the authorised Exe Valley Railway, and terminating at or near the first-mentioned point.

To enable the Company to purchase by agreement or compulsion lands, houses, and buildings for the purposes of the railways, roads, and works to be authorised by the intended Act; and for the purposes of the Mitcheldean Railway as constructed according to the line and levels thereof proposed to be authorised by the intended Act; 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 Stoke Poges, in the county of Bucks, on the south-eastern side of the Company's Windsor Branch Railway lying between the Company's engine shed and the bridge which carries the road from Salt Hill to Slough over the said branch railway.

Certain lands, houses, and buildings in the parish of Eton, in the county of Bucks, on the eastern side of the Company's Windsor Branch Railway, and lying between a point about 7 chains south-westward of the culvert which carries the said railway over the Chalvey ditch and the Etonwick-road.

Certain lands, houses, and buildings lying between the Company's main line of railway and their Bristol and South Wales Union Railway, and adjoining these railways in the out parish of St. Philip and Jacob, in the city and county of Bristol.

Certain lands, houses, and buildings in the parish of Bedminster, in the city and county of Bristol, adjoining the floating harbour, Bristol, and on the south-western side thereof, and partly bounded by the said harbour and by the western side of the road leading from Cumberland-road to such harbour, and adjoining the termination of the Bristol Harbour Railway of the Company.

Certain lands, houses, and buildings on the south side of the Company's South Wales Railway and of the Severn Tunnel Railway, as now being constructed, and adjoining the South Wales Railway in the parish of Caldicot, in the county of Monmouth, and extending for a distance of 20 chains eastward and 10 chains westward of the mile-post on the South Wales Railway indicating 147½ miles from Paddington.

Certain lands, houses, and buildings in the parish of Tiverton; adjoining the turnpike road from Tiverton to Halberton, and north of the toll-gate on the said road, and situate about 15 chains to the eastward of the Tiverton passenger station of the Company.

Certain lands, houses, and buildings in the parish of Tiverton, in the county of Devon, lying on the eastern side of the River Exe, and adjoining thereto; and extending from a point thereon immediately opposite the Ashley toll gate on the turnpike road from Exeter to Tiverton to another point thereon about 8 chains measured in a south-westerly direction along the bank of the said river, and also so much of the site of the said river as lies between the said lands and the properties numbered 94, 102, 106, and 111a, in the parish of Tiverton, on the plans deposited in respect of the Exe Valley Rail-

way with the Clerk of the Peace for the county of Devon, in November, 1873.

Certain lands, houses, and buildings on the eastern side of Hall's Tramroad, and adjoining thereto, in the parish of Mynyddislwyn, in the county of Monmouth, and extending for a distance of about 12 chains southward from the mile-post on that tramroad indicating $5\frac{3}{4}$ miles from the commencement thereof.

Certain lands, houses, and buildings, on the western side of Hall's Tramroad, and adjoining thereto, in the same parish and county, and lying between the mile-posts on the tramroad, indicating respectively $5\frac{3}{4}$ miles and 6 miles from the commencement thereof.

Certain lands, houses, and buildings, on each side of Hall's Tramroad, and adjoining thereto, in the same parish and county, and extending for a distance of about 10 chains southward from the public road which crosses the said tramroad, about 5 chains southward of the mile-post on the tramroad, indicating $7\frac{1}{4}$ miles from the commencement thereof.

Certain lands, houses, and buildings, on the western side of Hall's Tramroad, and adjoining thereto, in the parish of Mynyddislwyn, in the county of Monmouth, and extending for a distance of about 16 chains northward of the mile-post on the tramroad, indicating $7\frac{1}{2}$ miles from the commencement thereof.

Certain lands, houses, and buildings, on both sides of Hall's Tramroad, and adjoining thereto, in the parish of Mynyddislwyn, in the county of Monmouth, and extending for a distance of about 20 chains northward of the mile-post on the tramroad, indicating 8 miles from the commencement thereof.

Certain lands, houses, and buildings, on the eastern side of Hall's Tramroad, and adjoining thereto, in the same parish and county, and extending for a distance of about 8 chains southward of the mile-post on the tramroad, indicating $8\frac{1}{2}$ miles from the commencement thereof.

Certain lands, houses, and buildings, on the western side of Hall's Tramroad, and adjoining thereto, in the same parish and county, and extending for a distance of about 8 chains northward of the mile-post on the tramroad, indicating $8\frac{1}{2}$ miles from the commencement thereof.

To provide for the acquisition by the Company, and, if need be, the extinguishment of all interests, easements, privileges, or rights, if any, not now vested in them, in certain lands belonging to the Company, in the township of Stourbridge, in the parish of Old Swinford, in the county of Worcester, and in the hamlet of Amblecote, in the parish of Old Swinford, in the county of Stafford, and which lands lie between the southern boundary wall of the Mersey Wheel and Axle Works, and the northern boundary wall of the works in the occupation of Messrs. Firmstone, and the western side of the said lands fronts the High-street, Stourbridge.

To enable the Company and the Tiverton and North Devon Railway Company, or either of them, to purchase by agreement or compulsion lands, houses, and buildings for the purposes of the undertaking of the Tiverton and North Devon Railway Company, and for providing increased accommodation, and for the purposes of the intended roads hereinafter described.

The lands, houses, and buildings referred to are the following, that is to say:

Certain lands, houses, and buildings on the eastern and western sides of the authorised Tiverton and North Devon Railway, and adjoining thereto, in the parish of Bampton, in the county of Devon, and lying near to the highway or road leading from Bampton to the turnpike road between the Exeter Inn and Dulverton, and also lands, houses, and buildings on the eastern side of the said authorised railway, between the point at which the railway is intended to cross the aforesaid road, and a point 10' chains or thereabouts south of the same point.

Certain lands, houses, and buildings in the parish of Bampton, in the county of Devon, lying on the north and south sides of, and immediately adjoining the turnpike road from the Exeter Inn to Dulverton, and situate between the junction of the said turnpike road with the turnpike road from Tiverton to Bampton, and the western end of the bridge which carries the first-mentioned turnpike road across the stream, at a point about 30 yards distant from the said point of junction.

Certain lands, houses, and buildings on the northern side of the Devon and Somerset Railway, and adjoining thereto, in the parish of Morebath, in the county of Somerset, and extending for a distance of about 15 chains on the eastern side, and about 10 chains on the western side of the mile-post on the Devon and Somerset Railway indicating 17 miles from the junction of that railway with the main line of the Company's Railway.

To enable the Company and the Tiverton and North Devon Railway Company, or either of them, to stop up and discontinue so much of the following highways or roads, situate in the parish of Bampton, in the county of Devon, as are hereinafter described, viz.:—

(a) So much of the highway or road leading from the town of Bampton on the west of the parish church to the turnpike road, between the Exeter Inn and Dulverton, as lies between a point 50 yards northward of the parish pound, and a point 50 yards westward of the said pound, and which highway or road is intended to be crossed by the authorised Tiverton and North Devon Railway, near to the said pound, and in lieu thereof to make and maintain a new road wholly in the said parish of Bampton, commencing at the said point about 50 yards westward of the said pound, where the said road is to be stopped up and discontinued, and terminating at the highway or road from Bampton to Stuckeridge Bridge, which is intended to be crossed by the Tiverton and North Devon Railway near to Bampton, at a point thereon about 20 yards westward of where such road and the road from Bampton to Dulverton communicate with each other, and thereafter form one road into Bampton (hereinafter referred to as the point of communication).

(b) So much of the said highway or road leading from Bampton to Stuckeridge Bridge, as extends from the point of communication above described, to the point where the intended new road is proposed to terminate by a junction with the said road from Bampton to Stuckeridge Bridge, about 50 yards westward of the point of communication.

(c) So much of the highway or road leading from Bampton to Dulverton as lies between the point of communication and a point on such road, about 50 yards, measured in a westwardly direction, along the said road.

And in lieu of so much of the said roads described in (b) and (c) as are to be stopped up, to make and maintain a new road wholly in the said parish of Bampton, commencing at the point of communication aforesaid and terminating by two junctions, one with the road from Bampton to Stuckeridge-bridge, before described, near to the termination of the intended new road last above described, and the other by a junction with the road from Bampton to Dulverton, opposite the last-mentioned point, and to vest in and appropriate to the purposes of the Company and of the Tiverton and North Devon Railway Company, or either of them, so much of the said roads as will be stopped up under the authority of the intended Act.

To enable the Company and the Midland Railway Company, or either of them, to stop up and discontinue so much of the footpath in the parish of St. James and St. Paul United, in the city and county of Bristol, which crosses the Clifton Extension Railway between the Montpellier Station and the Cheltenham road, as lies between the boundary fences of the said Railway Companies' property.

To alter, as respects the exercise of the powers of compulsory purchase, for the purposes of the intended Act, or some of them, the provisions contained in section 92 of "The Lands Clauses Consolidation Act, 1845," so as to relieve the Company from all liability to take the whole of any house or other building or manufactory if they take any part thereof.

To 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 purposes of the intended Act, including any rights of way along Hall's Tramroad, 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, ferries, streams, and rivers adjoining 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 vest in and appropriate to the purposes of the Company the sites of the portions of roads and footpaths proposed to be stopped up, or, as the case may be, of so much thereof respectively as is situate within the limits of the Company's property.

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 conveniences and accommodations 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. To enable the Company to sell or dispose of 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 any part or parts thereof, or to dispose of, lease, or let the said lands, or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as the Company may think proper, 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, and to enable the Company to retain portions of land which may now be deemed superfluous notwithstanding anything in the said Act or the Acts relating to the Company.

To extend the time for the sale by the Company and the London and North Western Railway Company of all or any lands acquired or held by those Companies, or either of them, in connection with or for the purposes of the West London Railway, or of the Addison Road Station of that railway, and the works and conveniences connected therewith, which are not, or eventually may not be required for the purposes of those undertakings, or either of them, and to confer further powers on the Company and the London and North Western Railway Company in relation to the said lands; To enable the Company and the London and North Western Railway Company to sell or dispose of the lands which have been acquired by them, or some part or parts thereof, in connection with, or for the purposes of the above undertakings, for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, lease, or let the said lands, or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent, and upon such terms and conditions as the Company and the London and North Western Railway Company may think proper, 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, and to enable the Company and the London and North Western Railway Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or in the Acts relating to the West London Railway.

To extend the time for the sale by the Company, and the Metropolitan Railway Company, of all or any lands acquired or held by those Companies, or either of them, in connection with or for the purposes of the Hammersmith and City Railway which are not, or eventually may not be required for the purposes of that undertaking, and to confer further powers on the Company and the Metropolitan Railway Company in relation to the said lands. To enable the Company and the Metropolitan Railway Company to sell or dispose of the lands which have been acquired by them, or some part or parts thereof, in connection with or for the purposes of the above undertaking for building or other purposes, or to grant building or other leases of the said lands, or any part or parts thereof, or to dispose of, lease, or let the said lands, or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as the Com-

pany and the Metropolitan Railway Company may think proper, 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, and to enable the Company and the Metropolitan Railway Company to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or in the Acts relating to the Hammersmith and City Railway.

To extend the time for the sale by the Company and the Ross and Monmouth Railway Company, of all or any lands acquired or held by those Companies or either of them, in connection with or for the purposes of the Ross and Monmouth Railway, which are not or eventually may not be required for the purposes of that undertaking, and to confer further powers on the Company and the Ross and Monmouth Railway Company in relation to the said lands. To enable the Company and the Ross and Monmouth Railway Company, or either of them entitled thereto, to sell or dispose of the lands which have been acquired by them, or either of them, or some part or parts thereof in connection with or for the purposes of the above undertaking for building or other purposes, or to grant building or other leases of the said lands or any part or parts thereof, or to dispose of, lease, or let the said lands or any part or parts thereof, on ground rents, chief rents, or otherwise, and at such rent and upon such terms and conditions as the Company and the Ross and Monmouth Railway Company may think proper, 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, and to enable the Company and the Ross and Monmouth Railway Company, or either of them entitled thereto, to retain portions of land which may now be deemed superfluous, notwithstanding anything in the said Act or in the Acts relating to the Ross and Monmouth Railway.

To extend the time limited by "The Bristol and Exeter Railway Act, 1875," for the construction and completion of the railway (A) and works or some part thereof, authorised by the said Bristol and Exeter Railway Act, 1875.

To revive the powers granted by the Severn Tunnel Railway Act, 1872, Great Western Railway Act, 1875, and the Great Western Railway Act, 1877, for the compulsory purchase of the lands required for the purposes of the railway authorised by the said Act of 1872, and to confer further powers on the Company with reference thereto.

To extend the time limited by the Severn Tunnel Railway Act, 1872, and the Great Western Railway Act, 1877, for the construction and completion of the railway and works or some part thereof authorised to be constructed by the Severn Tunnel Railway Act, 1872, and to confer further powers on the Company with reference thereto.

To provide for the vesting of, or to vest the undertakings of the Ely and Clydach Railway Company, the Malmesbury Railway Company, the Mitcheldean Road and Forest of Dean Junction Railway Company, the Calne Railway Company, and the Culm Valley Light Railway Company, or either of them, which Companies are hereinafter referred to as the vested Companies, and 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 vested Companies, or either of them, and to create and issue shares or stocks for that purpose, either with or without a preference or priority in payment of dividend. To dissolve or provide for the dissolution of the vested 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 vested 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 vested 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 vested 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 provide for the vesting of or to vest the undertaking of the Festiniog and Blaenau Railway Company, Limited (hereinafter referred to as "the Blaenau Company"); in the Company and the Bala and Festiniog Railway Company, or either of them, 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 and the Bala and Festiniog Railway Company, or either of them, to substitute shares or stock of the Company and the Bala and Festiniog Railway Company, or either of them, for shares or stock of the Blaenau Company, and to create and issue shares or stock for that purpose; to dissolve or provide for the dissolution of the Blaenau Company, and to provide for the exercise and fulfilment by the Company and the Bala and Festiniog Railway Company, or either of them, in their own names, and under the hands of their directors, officers, and servants, of all the rights, powers, privileges, and obligations of the Blaenau Company, 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 and of the Bala and Festiniog Railway Company, or either of them, of the shares or stock in the capital of the Blaenau Company, whether before or after the same shall have been paid up in full.

To empower the Company and the Bala and Festiniog Railway Company, or either of them, on the one hand, and the Blaenau Company 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 authorise the Company to subscribe or contribute to the capital and to the debenture debt of the Calne Railway Company, 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 Company with reference thereto.

To authorise the Company on the one hand, and the Devon and Somerset Railway Company, the Bristol and Portishead Pier and Railway Company, and any other Company the owners of a railway constructed on the broad gauge, or either of them, on the other hand, to enter into and carry into effect contracts, agreements, or arrangements as to:

- (a) The alteration or mixing of the gauge of the railways belonging to those Companies, or any or either of them, or any portion thereof.
- (b) The advance of money by the Company to the said Companies, or any or either of them, for or in respect of such alteration or conversion of gauge, or incident thereto, and as to the payment of the interest thereon, and also the repayment of the principal, and for other purposes.
- (c) The terms and conditions on which the narrow gauge shall be laid down, or the gauge altered or mixed, and the mode in which the cost thereof shall be defrayed.
- (d) The terms and conditions for the user of the said railways or any of them or any part thereof.

The Bill will also provide for the conversion of the gauge on the railways of the Devon and Somerset and Bristol and Portishead Pier and Railway Companies respectively, or on the railway of any such other Company as aforesaid, or of the gauge on any part of any of such railways from the broad to the narrow gauge, or to the mixed gauge, and in reference thereto, and so far as may be necessary, to amend the Act 9 and 10 Victoria, cap. 57.

To authorise the Company to advance or lend money to the said Companies, or either of them, for such purposes, on such terms and conditions, and on such securities as may be agreed upon, and as respects the Devon and Somerset Railway Company, to provide that the interest on such moneys shall be such a charge on the gross receipts of the Devon and Somerset Railway or on the Devon and Somerset Railway Company's proportion of such gross receipts as may be agreed on, and may from time to time be retained by the Company out of such gross receipts, or out of any moneys due or payable by them to the Devon and Somerset Railway Company, and the repayment of the principal moneys may also likewise be retained by the Company; and as respects the Bristol and Portishead Pier and Railway Company, to authorise the Company to retain from time to time, out of any moneys due or payable by them to that Company, the interest from time to time due and payable on the moneys advanced by them to the said Bristol and Portishead Pier and Railway Company, and also the repayment of the principal moneys.

To confirm and give effect to an agreement between the Company and the Teign Valley Railway Company for the working, maintenance, use, and management of the undertaking of the latter Company by the Company and for other purposes.

To confirm and give effect to an agreement between the Company and the Right Honourable Lady Llanover (owner of Hall's Tramroad), dated the 25th day of April, 1879, as to the lease, working, and management of Hall's Tramroad by the Company.

To authorise the Company, and the Llynvi and Ogmore Railway Company, from time to time, to make and carry into effect agreements with respect to the advance of money by the Company to the Llynvi and Ogmore Railway

Company for the purposes of that Company, to authorise the Company to advance or lend money to the Llynvi and Ogmore Railway Company for such purposes, on such terms and conditions as may be agreed on, and to retain the interest due or payable in respect of any moneys advanced or lent by the Company to the Llynvi and Ogmore Railway Company out of any moneys from time to time payable by them to that Company.

To authorise the Company, and the Most Honourable John Patrick Crichton Stuart, Marquess of Bute, and Earl of Dumfries, and the present trustees under the will of the late Marquess of Bute, to enter into and carry into effect contracts or agreements with reference to the construction of the Railway No. 5 hereinbefore described, the acquisition of land therefor, the payments or other consideration to be made for such lands, and also as to the tolls, charges, and duties to be levied on the said railway or any part thereof, and as to the division and appropriation of the same, and to confirm any contract or agreement which may have been entered into for the above purposes, or any or either of them.

To authorise the Company to establish a provident society or institution, servants' pension fund, savings banks, or other institutions for their officers, servants, and workmen, and parties connected therewith, and to subscribe or contribute to or otherwise assist in the formation thereof, and to receive by way of deposit sums of money, and, subject to prior charges, to charge the same on the tolls, undertaking, and lands of the Company, and to extend to such savings banks some of the provisions of the Savings Bank Act, 7 and 8 Vict., cap. 83, and to make rules and regulations with reference to all or any of the matters aforesaid.

To empower the Company to hold, enjoy, and maintain the hotels now belonging to or held by them, and also to build, provide, lease, and maintain at or connected with any station on any railway owned or worked by them, either solely or jointly with any other Company or person, hotels and other like accommodation; and to furnish, stock, equip, manage, and conduct such hotels and the business thereof, and to employ officers, managers, and servants therein, or in connection therewith, and to apply their corporate funds to those purposes, or any of them, and to acquire and hold lands for those purposes, and to sanction and confirm any expenditure already incurred by the Company in or about any of the before-mentioned purposes, and to empower the Company to let or take on lease or otherwise any hotel or other like buildings, business, or accommodation.

To provide that all moneys not exceeding the sum of £200,000 raised or to be raised under the provisions of the Great Western, Bristol, and Exeter, and South Devon Railway Companies (Cornwall and West Cornwall Railways) Act, 1871, for the general purposes of the Cornwall Railway, including the extension and improvement of the works connecting that railway with the Government Dockyards at Devonport and Keyham, shall, as regards the interest from time to time due thereon, be deemed capital raised under the provisions of the lease of the Cornwall Railway to the Company and other Companies, dated 9th August, 1861, and shall be a debt due by the Cornwall Railway Company to the Company.

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 declare and regulate the capital of the Company, to make further provisions with reference thereto, and to the borrowing powers of the Company, and the issue of debenture stock, and to enable the Company to exercise in their own name the borrowing powers of the Leominster and Kington Railway Company with reference to their branch railway to Presteign—and to make agreements for or in relation thereto.

To authorise the Leominster and Kington Railway Company to raise for the purposes of their branch railway to Presteign and for the station and other accommodation provided thereon and connected therewith (which branch railway is worked, managed, and maintained by the Company), additional capital by the creation of shares or stock with or without a preference or priority in payment of dividends or by mortgage or borrowing, or by either of such means.

To enable the Tiverton and North Devon Railway Company to apply to the construction of the roads and works before referred to, in which they are interested, and in the purchase of lands, such portion of their corporate funds as they shall think expedient.

To repeal sections 16 to 21 inclusive and section 37 of an Act for erecting and maintaining a pier and other works in Mill Bay, in the port of Plymouth, in the county of Devon (3 and 4 Vic., cap. 111), and also sections 33 to 38 inclusive of the Plymouth Great Western Dock Act, 1846, and the schedules annexed to these Acts. To cancel and repeal the dues, tolls, and charges authorised to be levied, taken, or made by the said Acts, and in lieu thereof to authorise the Company to levy other dues, tolls, rates, and charges for the use of the Mill Bay Pier and of the Plymouth Great Western Docks, graving dock, piers, basins, harbours, quays, wharves, pontoons, warehouses, cranes, works, and conveniences connected therewith, or incident thereto, and also for the use of any other piers, quays, wharves, or works from time to time belonging to the Company, in the said docks, or in, at, or near Mill Bay aforesaid, and to make further provisions with reference to the matters aforesaid, or any or either of them.

To repeal sections 188, 189, and 190 of the Act Local and Personal 6 and 7 Will. IV, cap. 36, and in lieu thereof to extend to the railways formerly belonging to the Bristol and Exeter Railway Company, sections 93 and 95 of the Railways Clauses Consolidation Act, 1845.

To authorise the abandonment of the Railway No. 3, described in and authorised by the Great Western Railway Act, 1872.

To authorise the abandonment of the Railway No. 1, described in and authorised by the South Devon Railway Act, 1872.

To authorise the abandonment of so much of the Railway No. 1 described in and authorised by the Exe Valley Railway Act, 1874, as was intended to pass through the properties numbered on the plans referred to in that Act 98 and 105, in the parish of Tiverton.

And also to alter, amend, extend or repeal all or some of the powers and provisions of the several Acts (Local and Personal) following, or some of them, that is to say:—Acts relating to the Great Western Railway Company, and their undertaking, videlicet, 5 and 6 Will. 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; the Great Western, Bristol and Exeter and South Devon Railway Companies (Cornwall and West Cornwall Railways) Act, 1871; Great Western Railway Act, 1872; South Devon Railway Act, 1872; the Exe Valley Railway Act, 1874; the Bristol and Exeter Railway Act, 1875; the Great Western Railway Acts, 1875, 1876, and 1877; the Great Western and Bristol and Exeter Railway Companies Amalgamation Act, 1876; and the Great Western and South Devon Railway Companies Amalgamation Act, 1878; and any other Act or Acts relating to or affecting the Company.

Act relating to the Severn Tunnel Railway, videlicet, 35 and 36 Vic., cap. 53, and any other Act or Acts relating to or affecting the railway.

Act relating to the Tiverton and North Devon Railway Company, and their undertaking, videlicet (Local and Personal Act), 38 and 39 Vic., cap. 165, and any other Act or Acts relating to that Company.

Act relating to the Ely and Clydach 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.

Act relating to the Malmesbury Railway Company and their undertaking, videlicet (Local and Personal Act), 35 and 36 Vic., cap. 148, and any other Act or Acts relating to that Company.

Act relating to the Mitcheldean Road and Forest of Dean Junction Railway Company and their undertaking, videlicet (Local and Personal Act), 34 and 35 Vic., cap. 115, and any other Act or Acts relating to that Company.

Act relating to the Calne Railway Company and their undertaking, videlicet (Local and Personal Act) 23 and 24 Vic., cap. 11, and any other Act or Acts relating to that Company.

Act relating to the Culm Valley Light Railway Company and their undertaking, videlicet (Local and Personal Act), 36 and 37 Vic., cap. 25, and any other Act or Acts relating to that Company.

Act relating to the Bala and Festiniog Railway Company and their undertaking, videlicet (Local and Personal Act), 36 and 37 Vic., cap. 207; and any other Act or Acts relating to that Company.

Acts relating to the Midland Railway Company and their undertaking, videlicet (Local and Personal Acts), 7 and 8 Vic., cap. 18; 34 Vic., cap. 11, and any other Act or Acts relating to that Company or the Clifton Extension Railway.

Acts relating to the West London Railway Company and their undertaking, videlicet (Local and Personal Acts), 6 and 7 Wm. IV, cap. 79; 3 and 4 Vic., cap. 105; 8 and 9 Vic., cap. 156; 17 and 18 Vic., cap. 204; and any other Act or Acts relating to that Company.

Acts relating to the Hammersmith and City Railway Company and their undertaking, videlicet (Local and Personal Acts), 24 and 25 Vic., cap. 164; 28 Vic., cap. 117; 28 and 29 Vic., cap. 299; and any other Act or Acts relating to that Company.

Act relating to the Ross and Monmouth Railway Company and their undertaking, videlicet (Local and Personal Act), 28 and 29 Vic., cap. 312, 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 Devon and Somerset Railway Company and their undertaking, videlicet (Local and Personal Act), 27 and 28 Vic., cap. 307, and any other Act or Acts relating to that Company.

Act relating to the Bristol and Portishead Pier and Railway Company and their undertaking, videlicet (Local and Personal Act), 26 and 27 Vic., cap. 107, and any other Act or Acts relating to that Company.

Acts relating to the Leominster and Kington Railway Company and their undertaking, videlicet (Local and Personal Acts), 17 and 18 Vic., cap. 144, and 34 and 35 Vic., cap. 186, and any other Act or Acts relating to that Company.

Acts relating to the Plymouth Great Western Docks, videlicet (Local and Personal Acts), 9 and 10 Vic., cap. 383; 11 and 12 Vic., cap. 95; 18 and 19 Vic., cap. 46; 21 and 22 Vic., cap. 139, and any other Act or Acts relating to the said Docks.

Act relating to the Mill Bay Pier, videlicet (Local and Personal Act), 3 and 4 Vic., cap. 111, and any other Act or Acts relating thereto.

Act relating to the Teign Valley Railway Company and their undertaking, videlicet (Local and Personal Act), 26 and 27 Vic., cap. 159, and any other Act or Acts relating to that Company.

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 29th day of November in the present year, as follows (that is to say): as regards the lands and works in the county of Bucks, with the Clerk of the Peace for the county of Bucks, at his office at Aylesbury; 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 at Newport; 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 at Cardiff; as regards the lands and works partly in the county of Gloucester and partly in the county of Hereford, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the county of Hereford, at his office at Hereford; as regards the lands and works in the county of Gloucester, with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; as regards the lands and works in the county of Devon, with the Clerk of the Peace for the county of Devon, at his office at Exeter; as regards the lands in the city and county of Bristol, with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol; as regards the lands 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, sections, and book of reference as relates to each of the before-mentioned parishes, together with a copy of this notice published as aforesaid, will be deposited

on or before the same day with the parish clerk of each such parish, at his residence.

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

Dated this 3rd day of November, 1879.

R. R. Nelson, Solicitor, 20, Abingdon-street, Westminster, S.W.

In Parliament.—Session 1880.

The Alfred Docks.

(Incorporation of Company; Construction of Tidal Basin, Dock, and other Works in the Parish of Dagenham, Essex; Taking of Water from River Thames; Compulsory Purchase of Lands; Tolls, Rates, and Duties; Lease, &c., of Warehouses, &c.; Appointment of Officers, &c., and Rules, Regulations, Bye-Laws, &c.; Amendment of Acts.)

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

To incorporate a Company, and to confer upon the Company so to be incorporated (in this notice called "the Company") all necessary powers for making and maintaining the works hereinafter described to be wholly situate in the parish of Dagenham, in the county of Essex, viz.:—

A tidal basin, situate on the east side of the piece of water called "Dagenham Gulf," the eastern corner of the south side of such tidal basin, commencing at a point 1,500 feet distant west from the outfall of the River Beam, and distant 200 feet north from the wall of the River Thames, thence running in a westerly direction parallel to the said river wall to a point 100 feet distant east from the "Ice House," and 200 feet distant north from the said river wall, the western side commencing at the last mentioned point, thence extending in a north-easterly direction for a length of 500 feet, and thence in an easterly direction for a length of 300 feet to a point 230 feet from the south-east corner of the building known as "Gulf House," measuring in a south-westerly direction. The eastern side commencing at the last-named point, and joining the southern side at the first-named point, namely, 1,500 feet west of the outfall of the River Beam, and 200 feet from the said river wall, together with an entrance and lock into the River Thames, at or near a point about 3,000 feet west from the outfall of the River Beam.

A dock, about 500 feet in width, and embracing the greater portion of the piece of water called the Dagenham Gulf, the south-east corner of which will commence at or near the eastern side of the building called the "Ice House," and 125 feet or thereabouts from the wall of the River Thames, thence extending parallel with the said river wall for a distance of 500 feet to a point 132 feet distant east from the existing tramway—from the London, Tilbury, and Southend Railway to the jetty in the River Thames—thence extending northwards—parallel to the said tramway—to a point 400 feet south from the London, Tilbury, and Southend Railway, thence in an easterly direction for a distance of 2,500 feet to a point 750 feet south of the London, Tilbury, and Southend Railway, and 550 feet west of the River Beam, with an entrance and lock into the before-mentioned tidal basin at the north-eastern corner thereof.

To divert and alter the level of the public

carriage road from Dagenham Breach to the outfall of the River Beam, on the Essex side of the River Thames, such diversion to commence at the point where the said road passes under the said existing tramway, and to terminate at a point about 1,500 feet west from the outfall of the River Beam.

The embanking of the whole or part of the River Thames on the Essex side, between the sluice at or near Dagenham Breach, and the outfall of the River Beam, and the scouring, dredging, and deepening of the bed, shore, and soil of the River Thames, at or near the intended tidal basin, dock, and works, and the scouring, dredging, and deepening of all channels and waters from time to time forming a means of access to the intended tidal basin, dock, and works.

The making, providing, and maintaining in connection with the intended works, or any of them, of all necessary or convenient locks, gates, opening and other bridges, graving docks, shipping places, wharves, quays, jetties, landing stages, slips, rails, trams, sidings, stations, platforms, ways, approaches, warehouses, sheds, buildings, cranes, hydraulic lifts, drops, gridirons, moorings, buoys, dolphins, culverts, gutters, drains, and other works and conveniences.

To divert into and use for the purposes of the said tidal basin, dock, and works, the waters of the River Thames.

To authorise the Company to deviate laterally from the lines of the intended works within the limits shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To provide and declare (if thought expedient so to do) that the provisions of the Harbours' Docks, and Piers Clauses Act, 1847, with respect to keeping a tide and weather gauge, shall not apply to the Company, or the said intended tidal basin, dock, and other works.

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 said parish of Dagenham 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.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments within the said parish of Dagenham, for the purposes of the intended works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, or hereditaments so purchased or taken.

To enable the Company to levy tolls, rates, duties, dues, wharfage, and other charges on shipping, and on goods, animals, and persons, for the use of the intended tidal basin, dock, and other works and conveniences, or in respect of any services to be rendered or performed by the Company, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, dues, wharfage, and other charges.

To lease or grant the use or occupation of any warehouses, buildings, wharfs, yards, cranes, machines, 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, dock, 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, dock, works, and conveniences, wharves, shipping places, and quays, the pilotage of shipping, the appointment, regulation, and dismissal of dock-masters, pier-masters, pilots, meters, weighers, and other officers, the passage and navigation, anchoring, and lying of vessels, ships, and craft in the River Thames, along, at, or near to the intended tidal basin, dock, and other works.

To authorise the making of bye-laws and the imposition of 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 dock-master and other officers to be appointed under the Bill may exercise jurisdiction, and make, enforce, and give regulations and directions.

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 it is intended, so far as may be requisite 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: 18 and 19 Vic., cap. 162; 25 and 26 Vic., cap. 213; 29 Vic., cap. 46; 33 and 34 Vic., cap. 162.

And notice is hereby also given, that on or before the 29th day of November, 1879, plans and sections of the works 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 Essex, at his office, at Chelmsford, in that county, and with the parish clerk of the said parish of Dagenham, at his residence.

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

Dated this 14th day of November, 1879.

George Davis, Morgan, and Co., 63, Coleman-street, E.C., Solicitors for the Bill.

Hanly and Carlisle, 22, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1880.

Merthyr Tramway Company, Limited.

Provisional Order.

(Tramway from High-street, Merthyr Tydfil, to High-street, Dowlais; Use of Roads; Tolls.)

APPPLICATION will be made to the Board of Trade by or on behalf of "The Merthyr Tramway Company, Limited" (hereinafter referred to as "the Company") for a Provisional Order under "The Tramways Act, 1870," to be confirmed in the ensuing session, for the purposes or some of the purposes following (that is to say):—

1. To authorise the Company to construct and maintain in the parish of Merthyr Tydfil, in the county of Glamorgan, the following tramways, or some part or parts thereof, with all other ne-

cessary and proper works and conveniences, namely:—

A Tramway (No. 1), commencing in the High-street, Merthyr Tydfil, at the junction thereof with Graham-street, and at a point opposite or nearly opposite the line of the kerb on the north side of Graham-street, passing thence along the said High-street, Penydarren-road, and High-street, Penydarren, to the point where the New-road to Dowlais joins High-street, Penydarren, thence along the said New-road to Dowlais, and terminating in the High-street, Dowlais, at or about the point where the said New-road to Dowlais joins the said High-street, Dowlais, measuring 1 mile 35 chains and 61 links or thereabouts.

A Tramway (No. 2), commencing by a junction with the intended Tramway (No. 1), at the termination thereof hereinbefore described, passing thence along the said High-street, Dowlais, and terminating in that street at a point 12 yards in an easterly direction beyond the centre line of Church-street, measuring 18 chains 54 links; or thereabouts.

The said tramways will be laid as a single line throughout, except between the following points, where there will be passing places as follows:—

In High-street, Merthyr Tydfil.

Tramway No. 1a.

Commencing 7 yards or thereabouts northward of the commencement of Tramway No. 1 hereinbefore described, and terminating 33 yards or thereabouts northward of the commencement of Tramway No. 1.

In Penydarren-road.

Tramway No. 1b.

Commencing at a point 26 yards from a point immediately in line with the north end of the cottage, No. 28 in Penydarren-road, on which the ordnance bench mark 625.3 is affixed, opposite to the lower entrance to Penydarren Iron Works, and terminating at a point 2 chains 54 links or thereabouts to the north of the last-mentioned cottage line.

In High-street, Penydarren.

Tramway No. 1c.

Commencing at a point 3 chains or thereabouts, measured in a north-easterly direction from the junction of High-street, Penydarren, with the centre line of Lewis-street, Penydarren, and terminating at a point 4 chains 75 links or thereabouts, measured in the same direction from the said junction.

In High-street, Penydarren.

Tramway No. 1d.

Commencing at a point 5 chains 35 links or thereabouts, measured in a north-easterly direction from the junction of High-street, Penydarren, with the centre line of Elim-street, Penydarren, and terminating at a point 6 chains 55 links or thereabouts measured in the same direction from the said junction.

In High-street, Dowlais.

Tramway No. 2a.

Commencing at or near the termination of Tramway No. 2 hereinbefore described, and terminating at a point measured in a south-westerly direction 2 chains 10 links or thereabouts from such termination.

The said passing places at their commencement and termination respectively will form junctions with the main line.

It is intended to make the said tramways upon such gauge less than 4 feet and 8½ inches, as shall be prescribed by the said order, and it is not

intended to run thereon any carriages or trucks adapted for use on railways.

The said tramways will or may be worked with steam power subject to such conditions as may be defined in the Order.

The intended tramways will be so laid that between the points hereinafter mentioned a less space than 9 feet 6 inches will for a distance of 30 feet and upwards intervene between the outside of the footpath on the side of the road specified in each instance and the nearest rail of the tramway.

Tramway No. 1.

On the west side thereof from the commencement of the said tramway as hereinbefore defined for a length of 5 chains or thereabouts to a point 54 links or thereabouts to the northward of the junction of the centre line of John-street with High-street, Merthyr Tydfil.

Also from a point 16 chains from the commencement of Tramway No. 1, being 1 chain 36 links from the junction of the centre line of Robert's-lane with High-street, Merthyr Tydfil, on the east side thereof in a northerly direction to a point 6 chains or thereabouts to the northward of the said junction.

Also from a point 80 links or thereabouts northward of the last-mentioned termination in a northerly direction, on the east side of High-street, Merthyr Tydfil, and Penydarren-road, to a point 6½ chains or thereabouts to the northward of the said point.

Also from a point 26 yards northward of a point in a line with the north end of the cottage No. 28, Penydarren-road, on which the ordnance bench mark 625.3 is fixed on the east side thereof, to a point 25 chains 45 links or thereabouts in a north and north-easterly direction, to a point 80 links from the junction of the centre line of Solomon-street, Penydarren, with High-street, Penydarren, in a south-westerly direction.

Also from the last-named point crossing the road to the north-west side for a distance of 2 chains to a point 1 chain 20 links or thereabouts north-east of the junction of the centre line of Solomon-street, Penydarren, with High-street, Penydarren.

Also from a point 3 chains or thereabouts, measured in a north-easterly direction from the junction of High-street, Penydarren, with the centre line of Lewis-street, Penydarren, and terminating at a point 4 chains 75 links or thereabouts, measured in the same direction.

Also from the junction of the centre line of Blim-street, Penydarren, with High-street, Penydarren, in a north-easterly direction, for a distance of 6 chains 55 links or thereabouts, and terminating at that point.

Tramway No. 2.

On the south-east side thereof from a point 60 links north-east of the junction of the centre line of George-street, Dowlais, with High-street, Dowlais, for a distance of 6½ chains, and crossing the road at that point, being at the junction of the centre line of Horse-street, Dowlais, with High-street, Dowlais.

Also from the last mentioned point to the north side of the road to the termination of the said Tramway No. 2, a distance of 2½ chains or thereabouts.

2. To empower the Company to enter upon, break up, and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike, and other roads, foot-

paths, watercourses, bridges, sewers, drains, pavements, and pipes in constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways or for the other purposes of the Order.

3. To enable the Company for the purposes of the proposed tramways and of the Order to purchase or acquire by agreement or take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences.

4. To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways, and for the conveyance of traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and duties.

5. To provide for the maintenance and repair of the streets or roads upon or along which any of the proposed tramways, rails, or plates may be laid, and to confer upon the Company, wholly or partially, exemptions from the payment of any district or other rates.

6. To provide for the ownership, and regulate the use of any paving, metalling, or road materials removed by the Company during the construction of any of the proposed works.

7. To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially adapted to run over an edged or grooved rail, and to prohibit any persons other than the Company from using the proposed tramways with carriages, with flange wheels, or other wheels, especially adapted to run on an edged or grooved rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways.

8. To make provisions for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to such traffic, and to enable the Company 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 Order.

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

10. To enable the Company to lay down and maintain, so long as occasion may require, temporary tramways in lieu of any part of a tramway which may be removed or disused.

11. To enable the Local Board of Health for the district of Merthyr Tydfil and the Company to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any street, road, or footpath by the said Board or the Company, or either of them, and 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 the Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that on or before the 29th day of November instant, plans

and sections of the proposed works and a copy of this notice will be deposited at the office of the Board of Trade, and for public inspection with the Clerk of the Peace for the county of Glamorgan at his office at Bridgend, and with the parish clerk of the said parish of Merthyr Tydfil at 29, William-street, Twynyrodyn, Merthyr Tydfil.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the offices of Messieurs Lewis and Jones, Merthyr Tydfil, Solicitors, and Messieurs Dyson and Co., 24, Parliament-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 1st day of January next, and copies of the objections must at the same time be forwarded to the Promoters at the aforesaid office of Messieurs Dyson and Co.

Dated this 15th day of November, 1879.

Lewis and Jones, Merthyr Tydfil, Solicitors.

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

In Parliament.—Session 1880.

Accountants' Institute.

(Incorporation of Members of the Institute of Accountants with or without other persons; Provisions as to Management, Meetings, Application of Funds, &c.; Registration of Members; Qualification, Examination, and Admission of Candidates for Membership; Appointment, &c., of Examiners; Fees, &c., to be paid by Members, or Candidates for Membership; Prohibition of Members from practising without Certificate; Exclusive use of distinctive style or initials; Fundamental Rules, Exclusion, Expulsion, or Suspension of Members; Bye-Laws.)

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

1. To incorporate the members of the society or association called or known as "The Institute of Accountants" (in this Notice called "the Old Institute"), with or without other persons, and to vest in the body corporate so to be formed (in this Notice called "the Institute"), the lands, property, rights, and choses in action of, or held in trust for the Old Institute, and to provide for the dissolution of the Old Institute and the winding up of its affairs.

2. To provide for the management and regulation of the affairs of the Institute, and the formation and constitution of a council or other managing body thereof.

3. To regulate or provide for the regulation of the holding of meetings of the council and of general and special meetings of members of the Institute, and the proceedings and rights and mode of voting at all or any such meetings.

4. To define and prescribe the respective powers of the council, and of the members of the Institute in general or special meeting.

5. To make provision as to the application of the funds of the Institute, the acquiring, ex-

tending, and improving of a library, the acquisition or erection of a hall, and the purchase and taking of lands by agreement for those or any other purposes of the Bill.

6. To provide for the keeping of books or rolls for the registration of members of the Institute, or such other purposes as might be defined by the Bill.

7. To define and declare the persons or classes of persons to be admitted members of the Institute, the qualification, examination, and admission of candidates for membership, and the appointment, duties, powers, and remuneration of examiners of such candidates.

8. To prescribe and regulate the fees, or annual, or other sums to be paid by members or candidates for membership of the Institute, the granting of annual or other certificates of membership, and the terms and conditions on which such certificates shall be granted or renewed.

9. To prohibit members of the Institute from practising, or from recovering fees, remuneration, or expenses in the absence of a certificate of membership.

10. To authorize the adoption by members of the Institute of a distinctive style or initials, and to prohibit under penalties the use of the same style or initials by persons not members of the Institute.

11. To declare and define what shall be deemed to be fundamental rules of the Institute, and for the exclusion, or expulsion, or suspension (subject, if so thought expedient, to appeal to a Judge of the High Court of Justice, or to such tribunal or person as may be prescribed by the Bill) of members violating such rules, or otherwise misconducting themselves, or becoming bankrupt, or insolvent, or compounding with their creditors, or for such other reasons or under such other circumstances as may be prescribed by the Bill.

12. To authorize or provide for the making, rescinding, varying, enforcing (by penalty or otherwise), and evidencing of bye-laws for the purposes or any of the purposes following, that is to say:—

For regulating the terms and conditions for, and the mode of admission of associates and the election of fellows of the Institute;

For appointing the entrance and other fees and the annual sums for certificates of membership and other sums to be paid by fellows or associates of the Institute, and the times or periods at which such fees or annual or other sums shall be payable;

For regulating the mode, time, and place of summoning and holding annual and other general meetings and special meetings of the Institute, and the mode of voting, including the voting by proxy or by ballot, and the conduct of proceedings at any such meetings;

For regulating the number of members of the council, and their periodical retirement, and the mode of nomination of fellows of the Institute for election to the council, and the giving of notice (if so thought fit) of such nomination, and the conduct of the election, and the mode of filling casual vacancies, and for fixing the quorum of the council and regulating their meetings and adjournment thereof, and the proceedings at such meetings;

For regulating the appointment of trustees and their powers and duties, and the disposal of the moneys and property of the Institute;

For regulating the appointment, election, rotation, retirement, and remuneration of an auditor or auditors;

For regulating the appointment, employment, and remuneration of officers and servants;

For regulating the service under articles of clerks of members of the Institute, and the forfeiture of such articles for misconduct or other sufficient cause.

For regulating the number and times and places of holding examinations, whether preliminary, intermediate, or final of candidates for membership of the Institute, and the fees to be paid by candidates on or before such any examinations, and the subjects for and the manner of conducting all or any such examinations, and the conditions on which the examiners shall hold office, and their remuneration;

For regulating the admission as students of clerks of members serving under articles, and the rights and privileges of such students, and their suspension or exclusion from such rights or privileges;

And generally such bye-laws as from time to time seem to the Institute requisite for the better execution of the powers of the Bill, and the furtherance of the objects of the Institute and of the Bill;

or provision will be made in the Bill itself for the purposes aforesaid, or some of them.

13. To make such further or other provision as may be incidental to any of the matters, objects, or purposes aforesaid.

14. And the Bill will vary or extinguish all rights and privileges which are inconsistent or would interfere with any of its objects, 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 20th day of December next.

Dated this 24th day of November, 1879.

Markby Stewart and Co., 57, Coleman-street, E.C., Solicitors for the Bill.

J. C. Rees, 18, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1880.

Nantlle Vale Drainage and Tramway.

(Incorporation of Company; Construction of Conduit or Line of Pipes and Tramway in the Parishes of Clynnog, Llanllyfni, and Llandwrog, in the County of Carnarvon; Compulsory Purchase of Lands; Power to Drain Quarries and Mines in the said Parishes; Discharge of Rubbish, etc., into the Sea or on the Sea Shore, or other lands; Rates, etc., on Quarries and Mines, etc., and their Owners, etc., Tolls for use of Tramway; Steam-power Gauge of Tramway; Bye-Laws; Incorporation of Acts.)

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

To incorporate a Company and to confer upon the Company so to be incorporated (in this Notice called the Company) all necessary powers for making and maintaining the works which will be wholly in the county of Carnarvon hereinafter described, that is to say:—

1.—A conduit or line of pipes commencing in the parish of Clynnog, at a point 9 chains or thereabouts measured along the sea shore in a north-easterly direction from an occupation road running from the turnpike road from Pwllheli to Carnarvon, and 10 chains or thereabouts, measured along the sea shore in a south-westerly direction from the river Llyfni and terminating in the parish of Llandwrog, in a field forming part of

Gwernoer Farm, and belonging to the Rev. Hugh Thomas, on the south-west side of the Nantlle Lake, 5 chains or thereabouts from the bridge carrying the road leading from Llanllyfni to Drws-y-coed over the river Llyfni, together with all requisite and convenient side-cuts, drains, tunnels, pumping apparatus, shafts, levels, outfalls, works, and conveniences, which such intended conduit or line of pipes will be made or pass through or into the parishes following, that is to say: Clynnog, Llanllyfni, and Llandwrog, all in the county of Carnarvon.

- 2.—A tramway to be made over or alongside the said conduit and line of pipes, commencing and terminating respectively at the respective points of commencement and termination of the said conduit or line of pipes, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, approaches, roads, junctions, buildings, yards, and other works and conveniences, which intended tramway will pass through the same parishes as the said conduit or line of pipes.

To authorise the Company to deviate laterally from the lines of the intended works within the limits shown on the plans hereinafter mentioned or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, pipes, sewers, mines, quarries, shafts, adits, levels, canals, navigations, rivers, streams, bridges, railways, and tramways within the aforesaid parishes 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.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, sand, beach, or foreshore, tenements, and hereditaments within the parishes aforesaid, for the purposes of the intended works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, sand, beach or foreshore, tenements and hereditaments so purchased or taken.

To confer upon the Company all powers which may be necessary for effectually draining by means of the intended conduit or line of pipes all the quarries and mines in the parishes hereinbefore mentioned, or some or one of them, or some part or parts thereof, or for forming such communications with the said quarries and mines as may be necessary for the purpose.

To authorise the Company to throw or discharge ballast, slated rubbish, or other material into the sea, or on the shore thereof at or near the commencement of the said intended tramway, or upon any land to be acquired by the Company.

To authorise the Company to levy tolls, rates, and duties upon, or in respect of, the said intended tramway, and to enable the Company to charge and levy rents, rates, tolls, royalties, duties, or other payments for or in respect of the benefits to be derived by reason of the construction of the said conduit or line of pipes and works and conveniences connected therewith, upon the slates, slabs, and other minerals to be obtained, or upon the owners, lessees or occupiers of the quarries and mines in the parishes before-mentioned, from which such slates, slabs, and other minerals are obtained,

or upon the owners, lessees, or occupiers of such of the quarries and mines as may be named in the Bill.

To enable the Company to work the said intended tramway by steam or animal power. The Bill will prescribe the gauge of the tramway.

To enable the Company to make, vary, and enforce bye-laws, and to attach penalties to the breach or non-observance of any such bye-laws, or of the provisions of the Bill, and the Bill will vary or extinguish all rights and privileges which would interfere with the objects thereof.

The Bill will amongst other General Acts, incorporate with itself any provisions which may be deemed necessary or expedient of "The Land Drainage Act, 1861," and any Acts amending the same or incorporated therewith.

And notice is hereby given, that on or before the 29th day of November, 1879, plans and sections of the conduit or line of pipes and tramway proposed to be authorised by the Bill, showing the line and levels thereof, and plans showing also the lands to be taken compulsorily under the powers of the Bill with a Book of Reference to such plans respectively, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of the lands 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 Carnarvon, at his office at Carnarvon, in that county; and that on or before the said 29th day of November, a copy of so much of the said plans, sections, and Book of Reference as relates to each parish, in or through which the said works or any part thereof are intended to be made, or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this Notice as published in the "London Gazette," will be deposited for public inspection in the case of each such parish with the Parish Clerk thereof, at his residence.

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

Dated this 11th day of November, 1879.

Hanly and Carlisle, 22, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament—Session 1880.

Local Government Board.

City of York.

(Castlegate, King-street, Middle Water-lane, Friargate, Tower-street, Peckett-street, and Blake-street Improvements.)

The Public Health Act, 1875.

NOTICE is hereby given, that application is intended to be made to the Local Government Board, by the Mayor, Aldermen, and Citizens of the city of York, being the Urban Sanitary Authority for the said city (hereinafter called the Authority), for a Provisional Order, under the "Public Health Act, 1875," and all other necessary powers and authorities, to effect or authorize the Authority to effect the following or some of the following, among other purposes:—

Firstly,—for the purposes of the undertakings hereinafter referred to, to put in force the powers of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, with respect to the purchase and taking otherwise than by agreement of the lands, messuages, and hereditaments hereinafter mentioned, that is to say:—

(a) The piece or parcel of land situate, lying, and being on the south-western side of Castle-

gate, in the said city, between King-street aforesaid and Middle Water-lane, in the said city, containing by admeasurement 1,092 square yards or thereabouts, and the several messuages or dwelling-houses, shops, and other buildings erected and built thereon, now in the respective occupations of Messrs. William McKay, Jabez Nunn, Harold Percy Ditmas, William Oxlade, Rachel Millard, Thomas Lazenby and Sons, Ann Hughes, Joseph Turner, Richard Roe, Mary Ann Hall, John Humble, and Thomas Shaw, which said piece or parcel of land, messuages, and premises are situate partly in the parish of St. Michael, Spurriergate, and partly in the parish of St. Mary, Castlegate, both in the said city, and are bounded on or towards the north-east by Castlegate aforesaid, on or towards the south-west by property belonging to Messrs. Hotham and Company, and to the York Corn Exchange Company, Limited, on or towards the north-west by King-street aforesaid, and on or towards the south-east by Middle Water-lane aforesaid, and are delineated on the plan deposited as hereinafter mentioned, and thereon coloured red.

- (b) The piece or parcel of land situate, lying, and being on the north-west side of Tower-street, in the said city, extending backwards therefrom 205 feet or thereabouts, to property belonging to and in the occupation of John Wilson, containing by admeasurement 1,029 square yards or thereabouts, and the messuage or dwelling-house, rooms, sheds, workshops, and other buildings erected and built thereon, now in the occupation of the said John Wilson, which said piece or parcel of land, messuage, and premises are situate in the parish of St. Mary, Castlegate, aforesaid, and are bounded on or towards the north-east by property belonging to the said John Wilson, and to Benson Barstow, Esquire, and the devisees in trust under the will of the late John Michael Barstow, Esquire, and William Fawcett and Thomas Fawcett, on or towards the south-west by property belonging to Eliza Robinson and the Rev. Andrew Robert Faussett, on or towards the north-west by property belonging to the said Authority, and on or towards the south-east partly by property belonging to the said John Wilson, and partly by Tower-street aforesaid, and are delineated on the plan deposited as hereinafter mentioned, and thereon coloured red.

- (c) The piece or parcel of land situate, lying, and being on the north-west side of Tower-street aforesaid, at or near the junction of that street with Peckett-street, in the said city, containing by admeasurement 836 square yards or thereabouts, and the messuage or dwelling-house, and other buildings erected and built thereon, now in the respective occupations of Ann Shillito and William Sanderson, which said piece or parcel of land, messuage, and premises, are situate in the parish of St. Mary, Castlegate, aforesaid, and are bounded on or towards the north-east by property belonging to John Wilson, on or towards the south-east by Peckett-street aforesaid, and on or towards the north-west and south-west by property belonging to the said Authority and by the Methodist New Connexion Chapel in Peckett-street aforesaid, and are delineated on the plan deposited as hereinafter mentioned, and thereon coloured green.

- (d) The piece or parcel of land situate, lying, and being on the east side of Blake-street, in the said city, containing by admeasurement 177 square yards or thereabouts, together

with the messuage or dwelling-house and other buildings erected and built thereon, now in the occupation of James Knowlson, which said piece or parcel of land, messuage, and premises are situate in the parish of St. Wilfred, in the said city, and are bounded on or towards the north by property belonging to Mrs. Ann Thompson and the Dean and Chapter of the Cathedral and Metropolitan Church of St. Peter of York and the Chapter of the same Church, on or towards the south and east by property belonging to the said Authority, and on or towards the west by Blake-street aforesaid, and are delineated on the plan deposited as hereinafter mentioned, and thereon coloured red.)

Secondly.—To widen, alter, and improve the said several streets of King-street, Castlegate, Middle Water-lane, Friargate, King's Staith, Tower-street, Peckett-street, and Blake-street, all in the said city.

Thirdly.—To lay-out and construct two new streets, namely, a new street running in a southeasterly direction from the corner of King-street and Castlegate aforesaid, at the point marked A on the plan deposited as hereinafter mentioned, to the corner of Peckett-street and Tower-street aforesaid at the point marked B on the same plan, such street when formed to cross the existing streets of Middle Water-lane and Friargate aforesaid, at or near the middle of the length of such last-mentioned streets; and also a new street extending at right angles or nearly so from a point on the south-west side of the said intended new street, marked C on the plan deposited as hereinafter mentioned, to meet the King's Staith in the said city at the point marked D on the said plan.

Fourthly.—To authorize the Authority to abandon so much and such part of the works described in the schedule relating to the city of York, annexed to the "Local Government Board's Provisional Orders Confirmation (Belper Union, &c.) Act, 1877" (40 and 41 Vic., cap. 132) as may become unnecessary by reason of the execution of the works to be authorized under or in pursuance of the application notice whereof is hereby given:

And notice is hereby further given, that a map or plan and sections of the said proposed undertakings is now lying at the office of the city surveyor, in the Guildhall, in the said city, and may be inspected at any time between the hours of 10 and 4 o'clock of any day (Sundays excepted) after the date hereof.

And notice is hereby also given, that a copy of such plan and sections, together with a book of reference to such plan, containing the names of owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and other property in the lines of the proposed undertakings, or within the limits of deviation, as defined by the said plan, and describing such lands and other property respectively; and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the city of York, at his office in Coney-street, in the said city.

And that on or before the said 30th day of November a copy of so much of the said plan, sections, and book of reference as relates to each of the parishes or other places in or through which the proposed undertakings are intended to be carried out; together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of each such parish at his residence.

Dated this 14th day of November, 1879.

Jos. Wilkinson, Clerk to the Urban Sanitary Authority of the city of York.

Board of Trade.—Session 1880.

The Tramways Act, 1870.

Blackpool, St. Annes-on-the-Sea, and Lytham Tramways.

(Construction of Street and other Tramways in the Borough of Blackpool, in the District of St. Annes-on-the-Sea, and in the District of Lytham, all in the county of Lancaster; Provisions as to Leases and as to Tolls; Breaking up of Streets; as to Gauge of the Tramways; Powers to Use Steam or other Mechanical Power; to Acquire Land or the User thereof by Agreement; Agreements with the Local Authorities of the Borough of Blackpool, and the Districts of St. Annes-on-the-Sea and Lytham respectively, and with other Authorities and Persons; as to Widening and Alteration of Streets; Repeal and Amendment of Acts; and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of the Tramways Act, 1870, by the Blackpool, St. Annes, and Lytham Tramways Company, Limited, hereinafter called "the Promoters," for a Provisional Order to authorise and empower the promoters to form, lay down, construct, and maintain within the borough of Blackpool and in the districts of St. Annes-on-the-Sea and Lytham respectively, all in the county of Lancaster, the 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, that is to say:—

Tramway No. 1,

wholly in the township of Layton-with-Warbreck, in the parish of Bispham, in the borough of Blackpool, in the county of Lancaster, consisting of Tramway portions Nos. 1a to 1m, both inclusive, commencing in Church-street at a point 0.56 chains or thereabouts east of the centre of Cookson-street by a junction with Tramway No. 3, and thence passing into and along Cookson-street, Talbot-road, Bellevue-square, Lytham-street, and Church-street, where it terminates at a point 0.45 chains west of the west side of Lytham-street by a junction with Tramway No. 3.

The total length of Tramway No. 1 is 5 furlongs 5.62 chains, and consists of 1 furlong 5 chains of double line, 4 furlongs 0.62 chains of single line.

The double and single portions of Tramway No. 1 are particularised as follows:—

Tramway Portion 1a.—A single line 1.03 chains in length, commencing in Church-street at a point 0.56 chains east of the centre of Cookson-street by a junction with Tramway No. 3, and thence passing into and along and terminating in Cookson-street at a point 0.36 chains from the centre of Church-street.

Tramway Portion 1b.—A double line or passing place 2 chains in length, wholly in Cookson-street, commencing by a junction with the termination of Tramway portion 1a, and terminating at a point 2.36 chains from the centre of Church-street.

The whole of Tramway portion 1b is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of the street in Cookson-street and the nearest rail of the tramway.

Tramway Portion 1c.—A single line 1 furlong 3.02 chains in length, wholly in Cookson-street, commencing by a junction with the termination of Tramway portion 1b in Cookson-street, and

terminating in the same street at a point 3.64 chains north-west of George-street.

A portion of Tramway portion 1c is proposed to be so laid in Cookson-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the west side of Cookson-street and the nearest rail of the tramway for a length of 11.45 chains or thereabouts from and between its commencement at the junction of Tramway portion 1b and a point opposite the north end of King-street.

Tramway Portion 1d.—A double line or passing place 2 chains in length, wholly in Cookson-street, commencing by a junction with the termination of Tramway portion 1c, and terminating at a point 5.64 chains north-west of the centre of George-street.

The whole of Tramway portion 1d is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the east side of Cookson-street and the nearest rail of the tramway, and also between the outside of the footpath on the west side of Cookson-street and the nearest rail of the tramway between a point 2.05 chains to the south of Talbot-road, and a point 0.40 chains to the south of Talbot-road.

Tramway Portion 1e.—A single line 1.12 chains in length, commencing in Cookson-street by a junction with the termination of Tramway portion 1d, and thence continuing into and along Talbot-road, where it terminates at a point 0.34 chains west of the west side of Cookson-street.

Tramway Portion 1f.—A double line or passing place 3 chains in length, wholly in Talbot-road, commencing by a junction with the termination of Tramway portion 1e, and terminating at a point 3.34 chains or thereabouts west of the west side of Cookson-street.

A portion of Tramway portion 1f is proposed to be so laid in Talbot-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath, on the south side of Talbot-road, and the nearest rail of the tramway, for a length of 2.70 chains or thereabouts, between a point 0.60 chains or thereabouts west of the west side of Cookson-street and a point 3.30 chains west of the west side of Cookson-street.

Tramway Portion 1g.—A single line 1 furlong 5 chains in length, wholly in Talbot-road, commencing by a junction with the termination of Tramway portion 1f, and terminating at a point opposite or nearly opposite the western end of Clifton-street.

Tramway Portion 1h.—A double line or passing place 4.50 chains in length, wholly in Bellevue Square, commencing by a junction with the termination of Tramway portion 1g, and terminating at a point 4.50 chains or thereabouts west of the west end of Clifton-street.

Tramway Portion 1i.—A single line 4.13 chains in length, wholly in Bellevue-square, commencing by a junction with the termination of Tramway portion 1h, and terminating at a point 1 chain or thereabouts west of the centre of the north end of Lytham-street.

Tramway portion 1j.—A double line or passing place 2 chains in length, commencing in Bellevue-square by a junction with the termination of Tramway portion 1i, and thence continuing into and along Lytham-street, where it terminates at a point 0.42 chains south of the south side of Bellevue-square.

A portion of Tramway portion 1j is proposed to be so laid in Lytham-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the east side of

Lytham-street and the nearest rail of the tramway for a length of 0.47 chains or thereabouts, between a point opposite the west end of the south side of Clifton-street and a point 0.47 chains south of the west end of the south side of Clifton-street.

Tramway Portion 1k.—A single line 5.68 chains in length, wholly in Lytham-street, commencing by a junction with the termination of Tramway portion 1j, and terminating at a point 0.15 chains south of the south side of Back Church-street.

Tramway Portion 1l.—A double line or passing place 1.50 chains in length, wholly in Lytham-street, commencing by a junction with the termination of Tramway portion 1k, and terminating at a point 1.65 chains or thereabouts south of the south side of Back Church-street.

The whole of Tramway portion 1l is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of the street in Lytham-street and the nearest rail of the tramway.

Tramway Portion 1m.—A single line 0.64 chains in length, commencing in Lytham-street, and thence continuing in a curved line in a south-westerly direction into Church-street, where it terminates by a junction with Tramway No. 3, at a point 0.45 chains west of the centre of Lytham-street.

Tramway No. 2,

wholly in the township of Layton-with-Warbreck, in the parish of Bispham, in the borough of Blackpool, in the county of Lancaster, being a single line 1 furlong 0.12 chains in length, commencing in Bellevue-square by a junction with Tramway portion 1i at a point 1.23 chains west of the centre of Market-street, and passing thence into and along Market-street, and thence into Bank Hey-street, where it terminates at a point 0.27 chains or thereabouts south of the south side of Church-street by a junction with Tramway portions 3e and 3f.

Tramway No. 3,

partly in the township of Layton-with-Warbreck, partly in the township of Bispham-with-Norbreck, and partly in the township of Martin, partly also in the parish of Bispham, and partly in the parish of Poulton-le-Fylde, wholly in the borough of Blackpool, in the county of Lancaster, consisting of Tramway portions 3a to 3e, both inclusive, and commencing in Raikes-hill at a point 1.85 chains or thereabouts east of the centre of Cookson-street, passing thence into and around the space in front of the entrance to Raikes Hall-gardens, and thence returning to Raikes-hill, and continuing in a westerly direction until it re-unites at the point of its commencement, and thence continues in a westerly direction into and along Church-street for its entire length, and thence passes into and along Bank Hey-street, into and along Hounds-hill, South-beach, Foxhall-road, Tyldesley-road, Lytham-road, and terminating by a junction with Tramway No. 4 at the boundary between the borough of Blackpool and the district of St. Annes-on-the-Sea. The total length of Tramway No. 3 is 3 miles 1 furlong 4.12 chains, and consists of 5 furlongs 7.80 chains of double line, and 2 miles 3 furlongs 6.32 chains of single line. The double and single portions of Tramway No. 3 are particularised as follows:—

Tramway Portion 3a.—A single line 2 furlongs 0.75 chains in length, commencing in Raikes-hill at a point 1.85 chains or thereabouts east of the centre of Cookson-street, passing thence into and around the space in front of the entrance to

Raikes Hall-gardens, and thence returning to Raikes-hill, and continuing in a westerly direction into and along Church-street and terminating there at a point opposite to the east side of the south end of Topping-street.

A portion of Tramway portion 3a is intended to be so laid in Church-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north side of Church-street and the nearest rail of the tramway for a length of 2 chains or thereabouts between a point 2 chains east of the east side of Topping-street and a point opposite the east side of Topping-street.

Tramway Portion 3b.—A double line or passing place 3 chains in length, wholly in Church-street, commencing by a junction with the termination of Tramway portion No. 3a, and terminating at a point 3 chains west of the east side of Topping-street.

A portion of Tramway portion 3b is proposed to be so laid in Church-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north side of Church-street and the nearest rail of the tramway for a length of 2.10 chains or thereabouts between a point opposite the west side of Topping-street and a point opposite the east side of Cedar-street, and will be so laid in Church-street aforesaid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of Church-street and the nearest rail of the tramway for its whole length.

Tramway Portion 3c.—A single line 1 furlong 3.05 chains in length, wholly in Church-street, commencing by a junction with the termination of Tramway portion 3b, and terminating at a point 1 chain or thereabouts west of the centre of St. Annes-street.

The whole of Tramway portion 3c is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north side of Church-street and the nearest rail of the tramway.

Tramway Portion 3d.—A double line or passing place 2 chains in length, wholly in Church-street, commencing by a junction with the termination of Tramway portion 3c, and terminating at a point 3 chains or thereabouts west of the centre of St. Annes-street.

The whole of Tramway portion 3d is proposed to be so laid in Church-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north side of Church-street and the nearest rail of the tramway.

Tramway Portion 3e.—A single line 0.95 chains in length, commencing in Church-street by a junction with the termination of Tramway portion 3d, and passing a curved line in a southerly direction into and along Bank Hey-street, where it terminates at a point 0.27 chains or thereabouts south of the south side of Church-street.

Tramway Portion 3f.—A double line or passing place 2 chains in length, wholly in Bank Hey-street, commencing by a junction with the termination of Tramway portion 3e, and terminating at a point 2.27 chains or thereabouts south of the south side of Church-street.

The whole of Tramway portion 3f is proposed to be so laid in Bank Hey-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the west side of Bank Hey-street and the nearest rail of the tramway.

Tramway Portion 3g.—A single line 8.68 chains in length, wholly in Bank Hey-street, commencing by a junction with the termination

of Tramway portion 3f, and terminating at a point 0.50 chains south of the centre of Adelaide-street.

A portion of Tramway portion 3g is proposed to be so laid in Bank Hey-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the west side of Bank Hey-street and the nearest rail of the tramway for a length of 7.25 chains from the commencement of such tramway to a point opposite the south side of the east end of Heywood-street.

Tramway Portion 3h.—A double line or passing place 3 chains in length, commencing in Bank Hey-street by a junction with the termination of Tramway portion 3g, and thence continuing along Bank Hey-street in a curved line in a south-westerly direction into and along Hounds-hill, where it terminates at a point 3.50 chains south-west of the west end of Adelaide-street.

Tramway Portion 3i.—A single line 3.85 chains in length, commencing in Hounds-hill by a junction with the termination of Tramway portion 3h, and continuing along Hounds-hill in a south-westerly direction into and along South Beach, where it terminates at a point opposite Ivy Cottage.

A portion of Tramway portion 3i is proposed to be so laid in Hounds-hill that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north side of Hounds-hill, and the nearest rail of the tramway for a length of 1.46 chains or thereabouts between a point 0.20 chains from the commencement of such tramway and a point 1.66 chains from the commencement thereof.

Tramway Portion 3j.—A double line 1 furlong 6.80 chains in length, wholly in South Beach, commencing by a junction with the termination of Tramway portion 3i, and terminating opposite the north side of the west end of Chapel-street.

Tramway Portion 3k.—A single line 0.62 chains in length, commencing in South Beach at a point opposite the north side of the west end of Chapel-street, and passing thence into and along Foxhall-road, and terminating at a point 0.07 chains to the south of the west end of Chapel-street.

Tramway Portion 3l.—A double line or passing place 2 chains in length, wholly in Foxhall-road, commencing by a junction with the termination of Tramway portion 3k, and terminating at a point 2.07 chains south of the south side of the west end of Chapel-street.

The whole of Tramway portion 3l is proposed to be so laid in Foxhall-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the west side of Foxhall-road and the nearest rail of the tramway.

Tramway Portion 3m.—A single line, 8.55 chains in length, wholly in Foxhall-road, commencing by a junction with the termination of Tramway portion 3l, and terminating at a point 0.70 chains or thereabouts south of the centre of Bairstow-street.

The whole of Tramway portion 3m is proposed to be so laid in Foxhall-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the west side of Foxhall-road and the nearest rail of the tramway.

Tramway Portion 3n.—A double line or passing place 5 chains in length, commencing in Foxhall-road by a junction with the termination of Tramway portion 3m, and thence continuing along Foxhall-road, and curving in a south-

easterly direction into and along Tyldesley-road, where it terminates at a point 2.70 chains or thereabouts south of the north side of Princess-street.

A portion of Tramway portion 3n is proposed to be so laid in Foxhall-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the west side of Foxhall-road and the nearest rail of the tramway for a length of 0.90 chains between a point opposite the commencement of Tramway portion 3n and a point 0.90 chains south of the commencement of the same tramway portion.

Tramway Portion 3o.—A single line 1 furlong 1.20 chains in length, wholly in Tyldesley-road, commencing by a junction with the termination of the Tramway portion 3n, and terminating at a point 0.90 chains or thereabouts north of the north side of Lytham-road.

Tramway Portion 3p.—A double line or passing place 3 chains in length, commencing in Tyldesley-road by a junction with the termination of Tramway portion 3o, and then continuing along Tyldesley-road in a curved line in a southerly direction into and along Lytham-road, where it terminates at a point 1.30 chains south-east of the centre of Tyldesley-road.

Tramway Portion 3q.—A single line 9.75 chains in length, wholly in Lytham-road, commencing in Lytham-road by a junction with the termination of Tramway portion 3p, and terminating at a point 10.40 chains or thereabouts, south-east of the east side of Tyldesley-road.

Tramway Portion 3r.—A double line or passing place 3 chains in length, wholly in Lytham-road, commencing in Lytham-road by a junction with the termination of Tramway portion 3q, and terminating at a point 13.40 chains south-east of the east side of Tyldesley-road.

Tramway Portion 3s.—A single line 1 furlong 9.60 chains, wholly in Lytham-road, commencing in Lytham-road by a junction with the termination of Tramway portion 3r, and terminating at a point 0.53 chains south of the south side of Ball-street.

Tramway Portion 3t.—A double line or passing place 3 chains in length, wholly in Lytham-road, commencing by a junction with the termination of Tramway portion 3s, and terminating at a point 3.53 chains south of the south side of Ball-street.

Tramway Portion 3u.—A single line 1 furlong 9.70 chains in length, wholly in Lytham-road, commencing by a junction with the termination of Tramway portion 3t, and terminating at a point 4 chains north of the entrance to the South Shore Railway Station.

Tramway Portion 3v.—A double line or passing place 3 chains in length, wholly in Lytham-road, commencing by a junction with the termination of Tramway portion 3u, and terminating at a point 1 chain north of the entrance to the South Shore Railway Station.

Tramway Portion 3w.—A single line 7.75 chains in length, wholly in Lytham-road, commencing by a junction with the termination of Tramway portion 3v, and terminating at a point 3.30 chains or thereabouts south of the centre of the bridge at the South Shore Station over the Blackpool and Lytham Branch of the Preston and Wyre Railway.

Tramway Portion 3x.—A double line or passing place 3 chains in length, wholly in Lytham-road, commencing by a junction with the termination of Tramway portion 3w, and terminating at a point 6.30 chains or thereabouts south of the centre of the said bridge at South Shore Station.

Tramway Portion 3y.—A single line 1 furlong 8·90 chains in length, wholly in Lytham-road, commencing by a junction with the termination of Tramway portion 3x, and terminating at a point 7·10 chains north of the north side of Arnold House School.

Tramway Portion 3z.—A double line or passing place 3 chains in length, wholly in Lytham-road, commencing by a junction with the termination of Tramway portion 3y, and terminating at a point 4·10 chains north of the north side of Arnold House School.

Tramway Portion 3aa.—A single line 1 furlong 8·70 chains in length, wholly in Lytham-road, commencing by a junction with the termination of Tramway portion 3z, and terminating at a point 7·60 chains north of the north side of the road leading to Marton.

Tramway Portion 3bb.—A double line or passing place 3 chains in length, wholly in Lytham-road, and commencing by a junction with the termination of Tramway portion 3aa, and terminating at a point 4·60 chains north of the north side of the said road leading to Marton.

Tramway Portion 3cc.—A single line 1 furlong 8·65 chains in length, wholly in Lytham-road, and commencing by a junction with the termination of Tramway portion 3bb, and terminating at a point 2·85 chains south of the south side of the Coffee House Inn.

Tramway Portion 3dd.—A double line or passing place 3 chains in length, situate wholly in Lytham-road, and commencing by a junction with the termination of Tramway portion 3cc, and terminating at a point 5·85 chains south of the south side of the Coffee House Inn.

Tramway Portion 3ee.—A single line 1 furlong 5·62 chains in length, wholly in Lytham-road, and commencing by a junction with the termination of Tramway portion 3dd, and terminating at the boundary between the borough of Blackpool and the district of St. Annes-on-the-Sea.

Tramway No. 4.

partly in the township of Marton and partly in the township of Lytham, partly also in the parish of Poulton-le-Fylde, and partly in the parish of Lytham, partly also in the district of St. Annes-on-the-Sea, and partly in the district of Lytham, all in the county of Lancaster, consisting of Tramway portions 4a to 4un both inclusive, and commencing at the boundary between the borough of Blackpool and the district of St. Annes-on-the-Sea in Lytham-road opposite the north side of Fold-lane, and thence proceeding across Fold-lane along a new road or the site of an intended new road to be constructed by J. T. Clifton, Esq., in a southerly direction for a distance of 3 furlongs 7·66 chains, when it turns in a curved line towards the west, and proceeds in that direction along the site of the said intended road for a further distance of 1 furlong 1·12 chains, where it passes on to and across the bridge carrying the accommodation road over the Blackpool and Lytham Branch of the Preston and Wyre Railway, and thence continues a further distance of 8·55 chains along the site of the said intended road, when it turns in a south-easterly direction until it passes on to the road known as the Drive, otherwise Clifton Drive (and which road is hereinafter called Clifton Drive), and proceeds along such road in a southerly and south-easterly direction, passing through the district of St. Annes-on-the-Sea, and continues along Clifton Drive in the district of Lytham on to and along Church-road, and terminates at a point 0·55 chains west of the west side of Queen-street.

The total length of Tramway No. 4 is 5 miles 4 furlongs, and consists of 7 furlongs 2·50 chains of double line, and 4 miles 4 furlongs 7·50 chains of single line.

The double and single portions of Tramway No. 4 are particularised as follows:—

Tramway Portion 4a.—A single line 0·63 chains in length, commencing at the boundary between the borough of Blackpool and the district of St. Annes-on-the-Sea in Lytham-road, opposite the north side of Fold-lane, and thence proceeding across Fold-lane, and terminating at a point opposite the south side of Fold-lane aforesaid.

Tramway Portion 4b.—A double line or passing place 3 chains in length, wholly on the site of the said intended new road, to be constructed by the said J. T. Clifton, Esq., commencing by a junction with the termination of Tramway portion 4a, and terminating at a point 3 chains south of the south side of Fold-lane.

Tramway Portion 4c.—A single line 1 furlong 5·62 chains in length, wholly on the site of the said intended new road, and commencing by a junction with the termination of Tramway portion 4b, and thence passing in a southerly direction, and terminating at a point 1 furlong 9·25 chains south of the north side of Fold-lane.

Tramway Portion 4d.—A double line or passing place 3 chains in length, wholly on the site of the said intended new road, commencing by a junction with the termination of Tramway portion 4c, and thence proceeding in a southerly direction, and terminating at a point 2 furlongs 2·25 chains south of the north side of Fold-lane.

Tramway Portion 4e.—A single line 1 furlong 5·42 chains in length, wholly on the site of the said intended road, commencing by a junction with the termination of Tramway portion 4d, and proceeding in a southerly direction, and terminating at a point 3 furlongs 7·67 chains south of the north side of Fold-lane.

Tramway Portion 4f.—A double line or passing place 4 chains in length, wholly on the site of the said intended road, and commencing by a junction with the termination of Tramway portion 4e, and proceeding in a south-westerly direction, and terminating at a point 4 furlongs 1·67 chains south of the north side of Fold-lane.

Tramway Portion 4g.—A single line 3·55 chains in length, wholly on the site of the said intended road, commencing by a junction with the termination of Tramway portion 4f, and continuing in a westerly direction to its termination at a point 4·10 chains east of the centre of the bridge carrying the accommodation road over the Blackpool and Lytham branch of the Preston and Wyre Railway.

Tramway Portion 4h.—A double line or passing place 3 chains in length, wholly on the site of the said intended road, commencing by a junction with the termination of Tramway portion 4g, and continuing in a westerly direction to its termination at a point 1·10 chains east of the centre of the said last-mentioned bridge.

Tramway Portion 4i.—A single line 1 furlong 0·36 chains in length, commencing on the said accommodation road by a junction with the termination of Tramway portion 4h, and terminating at a point 2·58 chains east of the centre of Clifton Drive.

Tramway Portion 4j.—A double line or passing place 4 chains in length, commencing on the site of the said intended road by a junction with the termination of Tramway portion 4i, and continuing in a south-westerly direction along such site on to and continuing in a southerly and south-easterly direction along Clifton Drive, and

terminating there at a point 1·80 chains north of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4k.—A single line 2 furlongs 0·65 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4j, and proceeding in a south-easterly direction along the said road, and terminating at a point 1 furlong 8·85 chains south-east of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4l.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4k, and continuing in a south-easterly direction and terminating at a point 2 furlongs 1·85 chains south-east of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4m.—A single line 1 furlong 9·24 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4l, and terminating at a point 4 furlongs 1·09 chains south-east of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4n.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4m, and continuing in a south-easterly direction, and terminating at a point 4 furlongs 4·09 chains south-east of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4o.—A single line 1 furlong 9·31 chains, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4n, and continuing in a south-easterly direction, and terminating at a point 6 furlongs 3·40 chains south-east of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4p.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4o, and continuing in a south-easterly direction, and terminating at a point 6 furlongs 6·40 chains south-east of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4q.—A single line 1 furlong 9·32 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4p, and continuing in a south-easterly direction, and terminating at a point 1 mile 0 furlongs 5·72 chains south-east of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4r.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4q, and continuing in a south-easterly direction, and terminating at a point 1 mile 0 furlongs 8·72 chains south-east of the boundary between the parish of Poulton-le-Fylde and the parish of Lytham.

Tramway Portion 4s.—A single line 1 furlong 9·25 chains, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4r, and continuing in a south-easterly direction, and terminating at a point 2 furlongs 5·75 chains north-west of the centre of St. Annes-road.

Tramway Portion 4t.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4s, and thence continuing in a south-easterly direction, and ter-

minating at a point 2 furlongs 2·75 chains north-west of the centre of St. Annes-road.

Tramway Portion 4u.—A single line 2 furlongs 0·75 chains, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4t, and continuing in a south-easterly direction, and terminating at a point 2 chains north-west of the centre of St. Annes-road.

Tramway Portion 4v.—A double line or passing place 4 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4u, and continuing in a south-easterly direction, and terminating at a point 2 chains south-east of the centre of St. Annes-road.

Tramway Portion 4w.—A single line 1 furlong 5·50 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4v, and continuing in a south-easterly direction, and terminating at a point 1 furlong 7·50 chains south-east of the centre of St. Annes-road.

Tramway Portion 4x.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4w, and continuing in a south-easterly direction, and terminating at a point 2 furlongs 0·50 chains south-east of the centre of St. Annes-road.

Tramway Portion 4y.—A single line 1 furlong 6·07 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4x, and continuing in a south-easterly direction, and terminating at a point 3 furlongs 6·57 chains south-east of the centre of St. Annes-road.

Tramway Portion 4z.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4y, and continuing in a south-easterly direction, and terminating at a point 3 furlongs 9·57 chains south-east of the centre of St. Annes-road.

Tramway Portion 4aa.—A single line 1 furlong 6·73 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4z, and continuing in a south-easterly direction, and terminating at a point 5 furlongs 6·30 chains south-east of the centre of St. Annes-road.

Tramway Portion 4bb.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4aa, and thence continuing in a south-easterly direction, and terminating at a point 5 furlongs 9·30 chains south-east of the centre of St. Annes-road.

Tramway Portion 4cc.—A single line 1 furlong 6·70 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4bb, and continuing in a south-easterly direction, and terminating at a point 7 furlongs 6 chains south-east of the centre of St. Annes-road.

Tramway Portion 4dd.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4cc, and continuing in an easterly direction, and terminating at a point 7 furlongs 9 chains south-east of the centre of St. Annes-road.

Tramway Portion 4ee.—A single line 1 furlong 6·66 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4dd, and continuing in an easterly direction, and terminating at a point 1 mile 1 furlong 5·66 chains south-east of the centre of St. Annes-road.

Tramway Portion 4ff.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4ee, and continuing in an easterly direction, and terminating at a point 5 furlongs 7·89 chains west of the centre of the road leading from Clifton Drive to the Ansdell Railway Station on the Blackpool and Lytham Branch of the Preston and Wyre Railway.

Tramway Portion 4gg.—A single line 1 furlong 6·69 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4ff, and continuing in an easterly direction, and terminating at a point 4 furlongs 1·20 chains west of the road leading from Clifton Drive to the Ansdell Railway Station.

Tramway Portion 4hh.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4gg, and continuing in an easterly direction, and terminating at a point 3 furlongs 8·20 chains west of the centre of the road leading from Clifton Drive to the Ansdell Railway Station.

Tramway Portion 4ii.—A single line 1 furlong 5·70 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4hh, and continuing in an easterly direction, and terminating at a point 2 furlongs 2·50 chains west of the centre of the road leading from the Clifton Drive to the Ansdell Railway Station.

Tramway Portion 4jj.—A double line or passing place 3 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4ii, and continuing in an easterly direction, and terminating at a point 1 furlong 9·50 chains west of the road leading to the Ansdell Railway Station.

Tramway Portion 4kk.—A single line 1 furlong 5·75 chains in length, wholly on Clifton Drive, and commencing by a junction with the termination of Tramway portion 4jj, and continuing in an easterly direction, and terminating at a point 3·75 chains west of the road leading from Clifton Drive to the Ansdell Railway Station.

Tramway Portion 4ll.—A double line or passing place 3 chains in length, wholly on Clifton Drive, and commencing by a junction with the termination of Tramway portion 4kk, and continuing in an easterly direction, and terminating at a point 0·75 chains west of the centre of the road leading to the Ansdell Railway Station.

Tramway Portion 4mm.—A single line 1 furlong 8·40 chains in length, wholly on Clifton Drive, commencing by a junction with the termination of Tramway portion 4ll, and continuing in an easterly direction, and terminating at a point 1 furlong 7·45 chains east of the centre of the road leading to the Ansdell Railway Station.

Tramway Portion 4nn.—A double line or passing place 3 chains in length, wholly on Clifton Drive, and commencing by a junction with the termination of Tramway portion 4mm, and terminating at a point 2 furlongs 0·45 chains east of the centre of the road to the Ansdell Railway Station.

Tramway Portion 4oo.—A single line 1 furlong 8·50 chains in length, commencing on Clifton Drive, by a junction with the termination of Tramway portion 4nn, and continuing in an easterly direction along Clifton Drive on to and across a new road leading from Church-road, Lytham, to the sea shore, thence on to the site of an intended new road to be constructed

by the said J. T. Clifton, Esq., and terminating there at a point 0·36 chains to the east of the boundary separating the field, of which such site now forms part, from the last-mentioned new road.

Tramway Portion 4pp.—A double line or passing place 3 chains in length, wholly on the said site of the last-mentioned intended new road, and commencing there by a junction with the termination of Tramway portion 4oo, and continuing in a curved line in an easterly direction, and terminating at a point 3·65 chains to the east of the north-eastern end of Clifton Drive.

Tramway Portion 4qq.—A single line 6·10 chains in length, wholly on the said site of the last-mentioned intended new road, and commencing there by a junction with the termination of Tramway portion 4pp, and continuing in a north-easterly direction, and terminating there at a point 1·12 chains south-west of the north-eastern corner of the said field.

Tramway Portion 4rr.—A double line or passing place 3·50 chains in length, commencing on the said site of the said last-mentioned intended new road by a junction with the termination of Tramway portion 4qq, and continuing thence in a north-easterly direction in a curved line along such site, and thence on to and along Church-road, where it terminates at a point 5·03 chains west of the west side of the new road leading from Church-road along the west side of Lowther-gardens.

Tramway Portion 4ss.—A single line 1 furlong 8·30 chains in length, wholly in Church-road, commencing by a junction with the termination of Tramway portion 4rr, and terminating at a point 0·26 chains east of the east side of the new road leading from Church-road along the east side of Lowther-gardens.

Tramway Portion 4tt.—A double line or passing place 3 chains in length, wholly in Church-road aforesaid, commencing by a junction with the termination of Tramway portion 4ss, and terminating at a point 0·12 chains west of the west side of Gregson-street.

A portion of Tramway portion 4tt is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the foot-path on the south side of Church-road and the nearest rail of the tramway for a distance of 2·80 chains between points respectively 0·20 chains and 3 chains west of the west side of Gregson-street.

Tramway Portion 4uu.—A single line 1 furlong 2·30 chains in length, wholly in Church-road, commencing by a junction with the termination of Tramway portion 4tt, and terminating at a point 0·55 chains west of the west side of Queen-street.

Tramway No. 5,

wholly in the township of Lytham, in the parish of Lytham, in the district of St. Annes-on-the-Sea, in the county of Lancaster, consisting of Tramway portions 5a and 5b both inclusive, commencing by a junction with Tramway No. 4 and Tramway portion 4v in Clifton Drive, at a point 0·80 chains north-west of the centre of St. Annes-road, thence continuing in a north-easterly direction in a curved line into and along St. Annes-road, and terminating there at a point 0·35 chains from the fence on the south-west side of the Blackpool and Lytham Branch of the Preston and Wyre Railway.

The total length of Tramway No. 5 is 1 furlong 8·81 chains, consisting of 2·13 chains of double line, and 1 furlong 6·68 chains of single line.

The double and single portions of Tramway No. 5 are particularised as follows:—

Tramway Portion 5a.—A double line or passing place, 2·13 chains in length, commencing by a junction with Tramway No. 4 and Tramway portion 4v in Clifton Drive, at a point 0·80 chains north-west of the centre of St. Annes-road, and continuing thence along St. Annes-road, and terminating at a point 1·70 chains north-east of the centre of Clifton Drive.

Tramway Portion 5b.—A single line 1 furlong 6·68 chains in length, commencing in St. Annes-road by a junction with the termination of Tramway portion 5a, and thence continuing in a north-easterly direction along St. Annes-road, and terminating there at a point 0·35 chains from the fence on the south-west side of the before-mentioned railway.

Tramway No. 6, wholly in the township of Lytham, in the parish of Lytham, in the District of St. Annes-on-the-Sea, in the county of Lancaster, consisting of a double line, and, being a passing place, commencing by a junction with Tramway No. 4 and Tramway portion 4v in Clifton Drive, at a point 0·80 chains south-east of the centre of St. Annes-road, and thence continuing in a north-westerly direction into and along St. Annes-road, where it terminates by a junction with Tramway portion 5a at a point 0·70 chains from the centre of Clifton Drive.

The total length of Tramway No. 6 is 1·30 chains or thereabouts.

Tramway No. 7, wholly in the township of Lytham, in the parish of Lytham, and in the district of Lytham, in the county of Lancaster, consisting of a single line, commencing in Church-road by a junction with the termination of Tramway No. 4 at a point 0·55 chains west of the west side of Queen-street, and thence continuing in a curved line in a north-easterly direction into Market-square, whence it proceeds in a northerly direction into and along Hastings-place, and thence still in a northerly direction into the approach road to the Lytham Railway Station, and thence turning in an easterly direction it proceeds round such approach road, and turning again in a southerly direction passes along such approach road into Westby-street, and passing along such street turns in a curved line in an easterly and southerly direction into Park-street, whence it proceeds in a southerly direction along that street until it turns in a westerly direction by a curved line into Clifton-square, and thence continues in a westerly direction into and along Market-square until it reaches its point of commencement at the termination of Tramway No. 4.

The total length of Tramway No. 7 is 3 furlongs 3·33 chains.

Tramway No. 8, wholly in the township of Lytham, the parish of Lytham, and the district of Lytham, in the county of Lancaster, consisting of a single line commencing in Hastings-place by a junction with Tramway No. 7 at a point 0·28 chains south of the south side of Westby-street, whence it passes in a curved line in a north-easterly direction into Westby-street, whence it proceeds along such street in an easterly direction to its termination by a junction with Tramway No. 7 at a point 1 chain west of the centre of Park-street.

The total length of Tramway No. 8 is 5 chains.

Tramway No. 9, wholly in the township, the parish, and the dis-

trict of Lytham, in the county of Lancaster, consisting of Tramway portions Nos. 9a to 9e, both inclusive, commencing in Clifton Drive by a junction with Tramway portion 4nn at its termination, and continuing thence in an easterly direction along Clifton Drive, thence into and in a northerly direction along Fairlawn Drive, and then turning in an easterly direction into and along Church-road, where it joins Tramway portion 4ss at its commencement.

The total length of Tramway No. 9 is 3 furlongs 2·61 chains, and consists of 5 chains of double line, and 2 furlongs 7·61 chains of single line.

The double and single portions of Tramway No. 9 are particularised as follows:—

Tramway Portion 9a.—A single line 1 furlong 7·04 chains in length, commencing in Clifton Drive by a junction with Tramway portion 4nn at its termination, and continuing thence in an easterly direction along Clifton Drive, and terminating at a point 0·70 chains to the west of the centre of Fairlawn Drive.

Tramway Portion 9b.—A double line or passing place 2 chains in length, commencing in Clifton Drive by a junction with Tramway portion 9a at its termination, and continuing thence in a curved direction into and along Fairlawn Drive, and terminating at a point 1·50 chains north of the centre of Clifton Drive.

A portion of Tramway portion 9b is proposed to be so laid in Fairlawn Drive that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the east side of Fairlawn Drive and the nearest rail of the tramway, for a length of 1·20 chains between a point 0·30 chains north of the centre of Clifton Drive and its termination.

Tramway Portion 9c.—A single line 5·33 chains in length, commencing in Fairlawn Drive by a junction with Tramway portion 9b at its termination, and passing thence into and terminating in Church-road, at a point 0·35 chains east of the centre of Fairlawn Drive.

Tramway Portion 9d.—A double line or passing place 3 chains in length, wholly in Church-road, commencing by a junction with Tramway portion 9c at its termination, and terminating at a point 3 chains to the east of its commencement.

The whole of Tramway portion 9d is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of Church-road and the nearest rail of the tramway.

Tramway Portion 9e.—A single line 5·24 chains in length, wholly in Church-road, commencing by a junction with Tramway portion 9d at its termination, and terminating by a junction with Tramway portion 4ss at its commencement.

Tramway No. 9 is an alternative line, and is not to be constructed if Tramway portions 4oo to 4rr, both inclusive, should be constructed, but is to be in lieu thereof.

It is not proposed to run on any of the said tramways, carriages or trucks adapted for use upon railways.

To provide that the proposed tramways shall be constructed on a gauge of 3 feet and 6 inches, and that so much of section 34 of "The Tramways Act, 1870," as limits the extent of the carriage used on any tramway beyond the outer edge of the wheels of such carriage shall not apply to carriages used on the proposed tramways.

To empower the promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turn-

outs, and other works as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-houses, works, or buildings of the promoters.

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

To enable the promoters for all or any of the purposes of their undertaking to purchase, or acquire by agreement, or to take on lease, or take easements over lands, houses, and hereditaments, and to erect offices, stables, and buildings, and other conveniences on any such lands, and to dispose by way of sale, letting, or otherwise, of any lands, houses, and hereditaments acquired or erected by them.

To enable the promoters to levy, demand, and recover 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, and duties, and to confer, vary, or extinguish other rights and privileges.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramway rails or plates may be laid, and to exempt the promoters from the payment of the whole or some part of any highway, or other rate or assessment, in respect of any part or portion of any street, road, or place, upon or along which any of the proposed tramways may be laid, and to reserve to the promoters the exclusive right of using, on the proposed tramways, carriages with flanged wheels, or other wheels specially or particularly adapted to run on an edge or grooved rail.

To prohibit, except by agreement with the promoters, or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons, companies, or Corporations other than the promoters, with carriages having flanged or other wheels specially or particularly adapted to run on an edge or grooved rail, and to authorise and give effect to agreements between the promoters and any other persons, companies, or Corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on such other persons, companies, or Corporations.

To make provisions for regulating the passage of traffic, whether of the promoters or not, along or across streets, roads, and other thoroughfares through or along 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 of such traffic, and to enable the promoters and the respective street authorities or either of them, or any or some of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or

any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Provisional Order.

To authorise and empower the promoters, and all persons, Corporations, and companies lawfully using the intended tramways, or any of them, to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make by means of locomotive, steam, or other engines, or other mechanical or motive power, and to hold and acquire patents and other rights in relation to any such power as aforesaid.

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

To confirm and carry out agreements made by the promoters (or by any persons on their behalf), with the Mayor, Aldermen, and Burgesses of the borough of Blackpool, with the Local Board of the District of St. Annes-on-the-Sea, and with the Improvement Commissioners of the District of Lytham respectively, and to enable the promoters and such several Corporations or authorities respectively and the promoters, and any other board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, chairs, plates, sleepers, and works connected therewith, and of any existing or authorised roads or streets, or street improvements, upon or along which the same or any part thereof are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over or along the same.

To confirm and carry out agreements, and to enable further agreements to be entered into by the promoters (or any persons on their behalf) with J. T. Clifton, Esq., with Messrs. Ascroft and Sykes, and with any other persons, companies, Corporations, or authorities, with respect to the user or acquisition by the Company of any lands or any easements in lands, and as to the construction, maintenance, and working of any of the proposed tramways, or incidental thereto in any way.

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 Locomotives Act, 1861," and "The Locomotives Act, 1865," and any Act amending the said Acts, or any of them, so far as they may respectively 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. And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that proper plans and sections of the proposed tramways and works, and a copy of this Notice, will be deposited on or before the 30th day of November instant at the office of the Board of Trade, Whitehall-gardens, Westminster, London; at the office of the Clerk of the Parliaments, House of Lords; and at the Private Bill Office, House of Commons; and also, for public inspection, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the same county; with the parish clerk of Bispham, at his residence at Bispham; the parish clerk of Poulton-le-Fylde, at his residence at Poulton-le-Fylde; the parish clerk of Lytham, at his residence at Lytham; at the office of the Town Clerk of the borough of Blackpool, situate in Town Hall-street, in the said borough, at the office of the Local Board for the district of St. Annes-on-the-Sea, situate in the Drive, in the said district of St. Annes-on-the-Sea; at the office of the Improvement Commissioners for the district of Lytham, situate at Market-square, in the said district of Lytham; at the office of the undersigned, Radcliffe and Layton, the Promoters' Solicitors, 12, Hackins Hey, Liverpool; and at the office of the undersigned, Layton and Jaques, the Promoters' Parliamentary Agents, 8, Ely-place, Holborn, London.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling for each copy by all persons applying for them at the office of Messrs. May and Parry, Solicitors, Town Hall-street, Blackpool; at the office of Mr. Thomas Fair, Land Agent, Lytham; at the office of the said Layton and Jaques, the Promoters' Agents, No. 8, Ely-place, Holborn, London; at the office of the Promoters; and at the said office of the undersigned, Radcliffe and Layton, 12, Hackins Hey, Liverpool.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for the 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 1st day of January now next ensuing; and copies of their objections must at the same time be sent to the Promoters. In forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 17th day of November, 1879.

Radcliffe and Layton, 12, Hackins Hey, Liverpool, Solicitors for the Provisional Order.

Layton and Jaques, 8, Ely-place, London, Parliamentary Agents.

The Board of Trade—Session 1880.

Broadstairs Pier.

(Construction of Pier and Works, Levying of Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by, or on behalf of Joseph Clark, of Broadstairs, in the county of Kent, landed proprietor, and Thomas Hewitt, of No. 27, Ely-place, in the county of Middlesex, Gentleman, hereinafter referred to as the promoters, pursuant

to the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for a Provisional Order for all or some of the purposes following, that is to say:—

1.—To authorise the promoters to make and maintain the following works, or some of them, at Broadstairs, in the parish of St. Peter's, Isle of Thanet, in the county of Kent, and the bed and shore of the sea, that is to say:

a.—A pier, commencing in the gap or incline (over which the Louisa Bridge is constructed), at a point 200 feet, or thereabouts, in a north-westerly direction from the centre of Louisa Bridge, towards Granville-road, and thence extending seaward in a south-easterly direction for a distance of and terminating 1,200 feet, or thereabouts, from its commencement at the above named point.

b.—To construct and maintain an approach road, commencing at the eastern end of Granville-road near Granville House, and proceeding in an easterly direction for a distance of 100 feet or thereabouts, and terminating at the point where the said pier is to commence.

c.—The making, providing, and maintaining, in connection with the aforesaid works, or any of them, or any part or parts thereof respectively, of all necessary and convenient shipping and landing places, roads, foot-paths, depôts, warehouses, sheds, toll-houses, toll-gates, or bars, custom houses, cranes, hydraulic lifts, buoys, moorings, sewers, drains, and other works and conveniences.

2.—To authorise the promoters to exercise the following powers, or some of them, that is to say:—To purchase by agreement, and hold, sell, demise, and exchange lands, houses, tenements, and hereditaments; to deviate from the lines and levels of the intended works as shown on the plans and sections hereinafter mentioned; to erect refreshment or other buildings and rooms; to levy tolls, rates, duties, and charges upon or in respect of all or any of their works, buildings, rooms, and conveniences, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges; to sell, let, or lease, or otherwise, any of their authorised tolls, rates, duties, charges, works, or property to such person or persons, company, local authority, commissioners, or corporation, upon such terms, pecuniary or otherwise, and under such restrictions and conditions as they think fit; to make, alter, and rescind bye-laws, rules, and regulations, for the management, use, regulation, and protection of their works and property, and the regulation and control of vessels, persons, animals, fish, goods, and vehicles, using, frequenting, or resorting to the same, and the conduct of officers and servants of the promoters, and to impose penalties for the breach or non-observance of any such bye-laws, rules, and regulations, and to appoint and remove pier-masters, meters, weighers, and other officers and servants, and the order will define the limits within which the powers of such pier-masters, meters, weighers, officers, and servants may be exercised.

3.—And the order will incorporate with itself all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of "The Harbour, Docks, and Pier Clauses Act, 1847."

4.—And notice is hereby given, that on or before the 30th day of November, 1879, the plans

and sections of the proposed works, and a copy of this Notice will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; at the Custom House of the Port of Ramsgate, in the said county of Kent; and at the office in London of the Board of Trade. And that on and after the 23rd December next, printed copies of the draft of the intended Provisional Order will be furnished at the price of one shilling each to all persons applying for the same, at the offices undermentioned of the undersigned.

Dated this 18th day of November, 1879.

Hewitt and Alexander, 27, Ely-place,
Holborn, London, E.C., Solicitors and
Parliamentary Agents.

In Parliament.—Session 1880.

South Shields Tramways.

(Incorporation of Company, with Powers to Construct Tramways in the Borough of South Shields and Parish of Jarrow, in the County of Durham; Powers to Take Lands, Houses, and other Property, by Compulsion or Agreement, and to Dispose of same; to Improve, Alter, Break Open, and Interfere with Roads, Footpaths, Bridges, &c.; to Widen, Strengthen, or Rebuild Bridges, Arches, &c., and other Incidental Powers; to Work the Tramways by Steam and other Motive and Animal Power; to Levy Tolls; to Authorize the Sale and Lease of the Tramways to or by the Local Authorities and other Bodies or Persons; Agreement and Confirmation of Agreements with Local and Road Authorities, Owners of Property, and other Bodies, Companies and Persons with Respect to Construction, Maintenance, Repair, Working, and User of the Proposed Tramways and Works, and of Roads and other Matters; Provisions for Regulating User of Tramways and Traffic along Highways; To Vary or Extinguish Rights and Privileges; Incorporation, Amendment, &c., of Acts, and other Purposes and Provisions.)

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

To incorporate a Company (hereinafter referred to as "The Company"), and to confer upon them all necessary powers for constructing and maintaining the following tramways, or some of them, or some part or parts thereof respectively, together with all roadways, footpaths, culverts, rails, plates, sleepers, works, and conveniences connected therewith, in the borough of South Shields, in the county of Durham, that is to say:—Tramway No. 1.—A tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at a point 27 yards from the south-east corner of the Workhouse in Ocean-road, and proceeding thence along Ocean road aforesaid, into and along King-street, into and across the Market-place in a south-westerly direction, into and along Church-row, thence turning southward along Station and Railway-roads, crossing the Hilda and Harton Colliery Wagon-way on the level, and into and along Cuthbert-street and Green-street, thence turning westward into and along Laygate-lane, Commercial-road, Corstorphine-street, Turn Coat-row, Slake-row, and Slake-terrace, to a point coinciding with the intersection of the imaginary centre lines of Slake-terrace and Hudson-street, thence turning southward into and along Hudson-street, and continuing along an intended sub-way for foot-passengers and carriages, passing under-

neath the North Eastern Railway, the Stanhope and Tyne Railway, the Harton Colliery Railway, and terminating at a point six yards southward of the centre of a new road now in formation by the Ecclesiastical Commissioners, from Westoe-lane to Boldon-lane, and there terminating.

Tramway No. 1 will be laid as a single line except between the following points, where it will be laid as a double line, that is to say, in Ocean-road to the eastward from a point 20 yards westward of the commencement of Tramway No. 1, as above described to a point 166½ yards to the westward from the said commencement.

In Ocean-road, from a point 61½ yards west of the intersection of the imaginary centre line of Ocean-road and Shortridge-street, to a point 6 yards west of the intersection of imaginary centre lines of Ocean-road and Woodbine-street.

In Ocean-road, from a point 50 yards east of a point opposite the south-east corner of Ocean-road and Fowler-street to a point coinciding with the intersection of the imaginary centre lines of Ocean-road and Fowler-street.

In King-street, from a point coincident with the intersection of the imaginary centre lines of King-street and Fowler-street, to a point opposite the south-west corner of King-street.

In the Market Place, from a point opposite the south-west corner of King-street to a point 24 yards to the south-west thereof.

In the Market Place, from a point 17 yards north-east of the south-east corner of Church-row to a point opposite the said south-east corner of Church-row.

In Church-row, throughout the entire length thereof.

In Station-road, from a point opposite the north-west corner of Church-row to a point 37 yards to the south of the said corner of Church-row.

In Station-road, from a point opposite the north-east corner of Coronation-street and Station-road to a point 134 yards to the southward of the north-east corner of Coronation-street.

In Station-road, from a point 125 yards north of the south-west corner of Claypath-lane to a point opposite the said south-west corner. In Cuthbert-street from a point opposite the said south-west corner of Claypath-lane to a point 10 yards south-west of the south-west corner of Derby-street.

In Cuthbert-street, from a point 38 yards north-east of the intersection of the imaginary centre lines of Cuthbert-street and Victoria-road to a point coinciding with the said point of intersection.

In Green-street, from a point coinciding with the intersection of the imaginary centre lines of Victoria-road and Green-street, to a point 62 yards to the south-west thereof.

In Green-street, from a point 37 yards north-east of the centre of Laygate-lane to a point coinciding with the south-west termination of Green-street.

In Laygate-lane, from a point coinciding with the south-west termination of the centre of Green-street, to a point 80 yards to the westward thereof.

In Laygate-lane and Commercial-road, from a point 35 yards north-west of the intersection of the imaginary centre lines of Laygate-lane and Eldon-street, to a point 5 feet westward of the intersection of the imaginary centre lines of Barrow-street and Commercial-road.

In Commercial-road and Corstorphine-town, from a point 17 yards east of the intersection of the imaginary centre lines of Commercial road and Portberry-street, to a point 4 yards north of a point opposite the south-east corner of the Methodist chapel in Corstorphine-town.

In Corstorphine-town, from a point coinciding with the intersection of the imaginary centre lines of Corstorphine-town and Smith-street, to a point

150 yards to the south of the said point of intersection.

In Slake-row, from a point 333 yards south of the intersection of the imaginary centre lines of Corstorphine-town and Smith-street, to a point 433 yards to the southward thereof.

In Slake-row, Slake-terrace, and Hudson-street, from a point 133 yards north of the north-east end of Slake-terrace, in Slake-row, through the whole of Slake-terrace, to a point in Hudson-street 60 yards south-east of the intersection of the imaginary centre lines of Slake-terrace and Hudson-street.

In Hudson-street and Boldon-lane, from a point 100 yards north-west of the intersection of the imaginary centre lines of Hudson-street and the North Eastern Railway, to a point in Boldon-lane 20 yards north-west of the intersection of the imaginary centre lines of Boldon-lane and the Stanhope and Tyne line of rails on the North Eastern Railway.

Tramway No. 2. A tramway situate wholly in the parish of Jarrow, in the borough of South Shields aforesaid commencing at a point opposite the south-east corner of the Lawe and St. Stephen-street, into and along St. Stephen-street, into and along Fort-street, then turning southward into and along Mile-end-road, Fowler-street, and Westoe-lane, to a point 133 yards from the south-west corner of the Ingham Infirmary wall, and there terminating.

Tramway No. 2 will be laid as a single line, except between the following points, where it will be laid double (that is to say):—In St. Stephen-street, from a point one chain from its commencement, to a point eleven chains from its said commencement; in St. Stephen-street and Mile-End-road, from a point in St. Stephen-street ten yards east of Mile-End-road to a point in Mile-End-road two hundred yards south of the south-east corner of St. Stephen-street; in Fowler-street, from a point opposite the centre of Winchester-street to a point opposite the centre of Ogle-terrace; in Westoe-lane, from a point opposite the north-east corner of the abutment of the Whitburn Coal Company's Railway bridge to a point two hundred yards south-east of the said north-east corner of the said abutment; in Westoe-lane, at a point one chain from the termination of the Tramway No. 2 to a point 300 yards north of the said termination.

Tramway No. 3. A tramway situate wholly in the parish of Jarrow and in the borough of South Shields aforesaid, commencing at the junction of Green-street with Laygate-lane in Tramway No. 1, thence south-eastward along Laygate-lane, crossing the Stanhope and Tyne Railway on the level, continuing into and along Laygate-lane to the south-end of Chichester-road, thence eastward to Westoe, joining Tramway No. 2 at the west end of the village of Westoe, thence going southward into and along the Shields and Sunderland-road, and thence eastward into and along the village of Westoe, and terminating at a point 87 yards from the centre of the said Shields and Sunderland-road.

Tramway No. 3 will be laid as a single line, except between the following points, where it will be laid as a double line, that is to say:—

In Laygate-lane, from a point coinciding with its commencement at the termination of Green-street to a point 30 yards south-east of the intersection of the imaginary centre lines of Laygate-lane and Alice-street.

In Laygate-lane, from a point 53 yards south-east of the intersection of the imaginary centre line of Laygate-lane and Dixon-street to a point 153 yards to the south-east of the said intersection of the said centre lines of Laygate-lane and Dixon-street.

In Laygate-lane, from a point 37 yards north-west of the north corner of St. Mark's Vicarage, to a point 166 yards to the east thereof.

In Laygate-lane, Shields and Sunderland-road, and Westoe-village, from a point 60 yards east of the intersection of the imaginary centre lines of Wawn-street and Laygate-lane, along Shields and Sunderland-road, to a point in Westoe-village, 1 chain westward of the termination of the said Tramway No. 3.

Tramway No. 4. A tramway wholly in the parish of Jarrow and in the borough of South Shields, commencing at a point 37 yards north of St. Mark's Vicarage, thence going southward into and along a new road recently made by the Ecclesiastical Commissioners extending from the south end of Chichester-road to its junction with Boldon-lane, joining Tramway No. 1 near its termination. Tramway No. 4 will be laid as a single line throughout its entire length.

Tramway No. 5. A tramway wholly in the parish of Jarrow and in the borough of South Shields, commencing at a point in Laygate-lane, 17 yards north-west of a point coinciding with the intersection of the imaginary centre lines of Laygate-lane and Green-street, at a point 17 yards south-east of the said point of intersection.

Tramway No. 5 will be laid as a double line throughout its entire length.

Tramway No. 6. A tramway wholly in the parish of Jarrow and in the borough of South Shields, commencing in Ocean-road, at a point 17 yards east of the intersection of the imaginary centre lines of Ocean-road and Mile-end-road, to a point in Mile-end-road 17 yards north of the said point of intersection.

Tramway No. 6 will be laid as a double line throughout its entire length.

Tramway No. 7. A tramway wholly in the parish of Jarrow and in the borough of South Shields, commencing at a point in Mile-end-road 17 yards to the north of the intersection of the imaginary centre lines of Mile-end-road and King-street to a point in King-street 17 yards west of the said point of intersection.

Tramway No. 7 will be laid as a double line throughout its entire length.

Tramway No. 8. A tramway wholly in the parish of Jarrow and in the borough of South Shields, commencing at a point in King-street 17 yards to the west of the intersection of the imaginary centre lines of King-street and Fowler-street, at a point in Fowler-street 17 yards to the south of the said point of intersection.

Tramway No. 8 will be laid as a double line throughout its entire length.

Tramway No. 9. A tramway wholly in the parish of Jarrow, and in the borough of South Shields, commencing at a point in Ocean-road 17 yards east of the imaginary centre lines of Ocean-road and Fowler-street, terminating at a point in Fowler-street 17 yards south of the said point of intersection.

Tramway No. 9 will be laid as a double line throughout its entire length.

Note.—The tramways will be laid throughout in the centres of the paved or macadamised ways.

The tramways to be so laid in the following places, that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath along the line of tramway and the nearest rail of such tramway.

Tramway No. 1. In Ocean-road, on both sides, its entire length, and extending the full length of King-street to a point opposite the south-west corner of King-street and the market-place.

In Church-row, on both sides, from a point opposite the north-east to a point in Coronation-

street 237 yards south of the corner of Church-row and Ferry-street.

In Station-road, from a point intersecting the centre of Coronation-street for a distance of 166 yards south.

In Station-road and Cuthbert-street, on both sides, from a point 200 yards north of Claypath-lane, in Station-road, to a point 10 yards south-west of Derby-street, in Cuthbert-street, for a distance of 240 yards.

In Cuthbert-street and Green-street, from a point 40 yards north-east of the centre of Victoria-road in Cuthbert-street, to a point in Green-street, 62 yards to the south-west of the said centre of Victoria-road for a distance of 102 yards on both sides.

In Green-street and Laygate-lane, on both sides, from a point in Green-street 33 yards north-east of Laygate-lane to a point in Laygate-lane 100 yards west of Frederick-street.

In Laygate-lane, on both sides, from a point 40 yards north-west of Eldon-street to a point 70 yards north-west of Eldon-street.

In Commercial-road from the north-west corner of Laygate-lane to a point 33 yards west of the said corner on the south side.

In Commercial-road, on both sides, from a point 20 yards east of the centre of Portberry-street to a point 26 yards to the west of the centre of the said street.

In Slake-row, Slake-terrace, Hudson-street, and Bolden-lane from a point in Corstorphine-town coinciding with the intersection of the imaginary centre line of Corstorphine-town and Smith-street, throughout the whole length of the above-named streets to the termination of Tramway No. 1 on both sides.

Tramway No. 2. In St. Stephen's-street, Fort-street, Mile-end-road, Fowler-street, and Westoe-lane, throughout the entire length of Tramway No. 2, from its commencement to its termination on both sides.

Tramway No. 3. On both sides from a point in Green-street, opposite the south-west corner of Green-street and Laygate-lane, for a distance of 196 yards south-east in Laygate-lane.

On both sides in Laygate-lane, from a point 103 yards south-east of the south-east corner of Bedford-street and Laygate-lane for a distance of 100 yards south-east.

In Laygate-lane, and Shields and Sunderland-road, on both sides, from a point 17 yards north-west of the north-west corner of Laygate-lane and Chichester-road, and to a point coinciding with the termination of the Tramway No. 3, in the village of Westoe.

Tramway No. 5. In Laygate-lane, on both sides, throughout its entire length from its commencement to its termination.

Tramway No. 6. In Ocean-road on the north side, and Mile End-road on the east side, throughout its entire length.

Tramway No. 7. In Mile End-road on the west side, and King-street on the north side, throughout its entire length.

Tramway No. 8. In King-street on the south side, and Fowler-street on the west side, throughout its entire length.

Tramway No. 9. In Ocean-road on the south side, and Fowler-street on the east side, throughout its entire length.

The gauge of the proposed tramways will be 4 feet 8½ inches.

The Company propose by their intended Bill to obtain powers for working and using the intended tramways by steam, mechanical, or horse power, or by all or any of these means; to empower the Company from time to time, (either temporarily or permanently), to alter or remove all such cross-

ings, curves, passing places, sidings, loops, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for affording access on any stables, carriage houses, buildings, sheds, or other works and premises of the Company, or to or into any warehouses, buildings, yards, wharves, and other premises near to or abutting on the streets or roads in which any of the proposed tramways may be laid.

To empower the Company from time to time, when by reason of the execution of any work affecting the surface or soil of, or the alteration, improvement, widening, or diversion of any street, road, highway, or thoroughfare in which any tramway or works shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway or works, and to make or lay down and maintain, temporarily or permanently in the same street or road, or in any part of the same street or road as improved or widened, or in any diversion of the same, or in any adjacent street or road, and to maintain so long as occasion may require, a substituted tramway or substituted tramways.

To prohibit, except by agreement with the Company, or upon terms to be prescribed in the intended Act, the use of the proposed tramways and works, by persons, corporations, or bodies other than the Company.

To make provision for regulating the passage of passenger or other traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways and works, or any part or parts thereof, will be laid, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and for regulating the use of steam or other mechanical or motive power, and the engines and carriages to be used on the proposed tramways, and for securing to the traffic using the streets and roads, and to the public, all necessary or reasonable protection against danger arising from the use of such steam, mechanical, or motive and other power; and to enable the Company and the Local Authority, and the Board of Trade, or some other public body or authority, to make, approve, sanction, or confirm, and when made to rescind, annul, or add to bye-laws, rules, and regulations with reference to all or any of the matters aforesaid; and to attach penalties for the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the intended Act.

To empower the Company to grant licenses to use the proposed tramways, or any, or any part of them; and on such terms and conditions as the Board of Trade or other public body or authority may require or approve.

To authorize the Company and their lessees, or other the person or persons working the said tramways, to levy, demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges.

To provide for the maintenance and repair by the Company, or their lessees or other persons, bodies, or authorities, of the whole or some portion of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid; and to provide for the use or disposition by the Company of all or any of the materials or things excavated or removed by them in the construction or repair of any of the proposed tramways; and to empower the Company and their lessees on the one hand, and Local Authority,

Corporation, bodies and persons on the other hand, to enter into contracts with respect to the matters aforesaid; and to confirm any such contract or contracts which may have been entered into or may be entered into during the progress or before the passing of the intended Act.

To empower the Company, on the one hand, and any Corporation, Local Authority, or persons having respectively the control or management, or the duty of directing the repairs of any streets or roads along which the proposed tramways will be laid, on the other hand, to enter into contracts or agreements with respect to the construction, or the mode or system of construction, laying down, maintaining, renewing, and repairing the proposed tramways, or any, or any part of them, and the rails, plates, sleepers, materials, and works connected therewith or used in constructing the same, and for facilitating the passage of carriages and traffic over or along the same; and for or in relation to the user, working, lease, sale, and purchase of the whole or any part of the proposed tramways, and for such consideration, or on payment of such gross or other sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting parties, or as the intended Act may provide; and to confirm any such contracts and agreements which may have been already entered into, or which may hereafter be entered into before the passing of the intended Act.

To empower the Company to agree with any local authority or frontagers for the purchase of land for widening and improving any streets or roads in which the proposed tramways are or will be laid; and to provide for the transfer of any roadways or portion of roadway made or formed by the Company in constructing the tramways on land not being part of a public street or road to the local authority of the district in which the same is situate, and for the maintenance thereof for such consideration, and on such terms and conditions with respect to the construction, formation, maintenance, or repair of such roadways, and on such other terms and conditions as may be agreed upon between the parties, or as the intended Act may prescribe, and to empower the Company and any local or road authority to enter into and carry into effect agreements for, or with respect to the purposes aforesaid, or any of them, and to sanction or confirm and give effect to any such agreements as may have been entered into, or may be entered into before the passing of the intended Act.

To authorize and empower the Company from time to time to enter upon and to open and break up the surface of, and to alter, cross, divert, widen, improve, enlarge, stop up and otherwise interfere with streets, roads, and ways (public and private), and thoroughfares, bridges, railways, tramways, streams, rivers, water courses, aqueducts, culverts, drains, sewers, pavements, gas and water mains and pipes, and electric telegraph pipes, tubes, wires, and apparatus, and also to ease or improve the gradients or inclinations, and to straighten or set back the edge or kerb of the footpaths or pavements, on both or either side of any streets and roads in or along which any of the proposed tramways will be laid; or in any adjacent streets or roads; also to empower the Company to widen and strengthen, or to pull down and rebuild all or any bridges, arches, and culverts to be crossed by the proposed tramways, so far as may be necessary for the purpose of constructing, maintaining, repairing, renewing, altering or reinstating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the intended Act.

To enable the Company for all or any of the purposes of their undertaking, to purchase and take, and otherwise acquire by compulsion or agreement, and to take on lease and to hold, and to sell or dispose of lands, houses, buildings, and hereditaments and easements in or over land, and to erect and maintain offices, buildings, stables, sheds, workshops and other conveniences on any of such lands.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made for any of the purposes mentioned in this Notice.

The intended Act will vary or extinguish all rights and privileges which are inconsistent with or which would or might in any way impede or interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself, with or without alteration, 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," such parts of "The Railway Clauses Consolidation Act, 1845," as relate to roads, bridges, and the temporary occupation of lands during construction of the works, and "The Tramways Act, 1870," and any Act amending or extending that Act which may be passed in the next Session of Parliament, and will or may enable the Company (in addition to the powers specifically mentioned in this Notice) to exercise all or any of the powers by "The Tramways Act, 1870," conferred on the persons therein referred to as promoters, and will or may, so far as may be necessary, alter, amend, extend, and repeal all or some of the provisions of "The Locomotive Act, 1861," "The Locomotive Act, 1865," and "The Highways and Locomotives (Amendment) Act, 1878," and any Acts amending the same or any of them, or any other Act, so far as they respectively may apply, to or affect the working and user of the proposed tramways by steam or other motive power, and any engine or carriage using the same, and of any and every other Act which will interfere with its objects.

Duplicate plans and sections describing the lines, situations, and levels of the proposed tramways, and works, and showing also the lands, houses, and other property which may be taken under the powers of the intended Act, 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, together with a copy of this notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the Exchequer Buildings, in the city of Durham, and on or before the same day a copy of the said plans, sections, and books of reference, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of such parish, at his residence.

Printed copies of the Bill will be deposited in the private Bill Office of the House of Commons on or before the 20th day of December, 1879.

Dated this 13th day of November, 1879.

Robert Purvis and Son, and T. Tinley Dale, Solicitors, South Shields.

Menzies and Blagburn, King-street, Newcastle, Engineers.

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

Board of Trade.—Session 1880.

North-East Metropolitan Tramways.

(Construction of Street Tramways from Smithfield Bars to Islington, Barnsbury, Hornsey, Wood-green, Alexandra Palace, and Tottenham; User of Streets, &c., Tolls; Agreements with Street and other Authorities, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order under "the Tramways Act, 1870," for the purposes, or some of the purposes following, that is to say:—

1. To authorise the promoters to construct and maintain the street tramways following, or some of them, or some part or parts thereof, all in the county of Middlesex, with all necessary and proper works and conveniences, that is to say:—

Tramway No. 1.—Commencing opposite Bett's Brandy Distillery, in the centre of St. John-street, proceeding in a northerly direction along that street in the parishes of St. Sepulchre, Middlesex, St. John and St. James, Clerkenwell, and terminating in the said street opposite the south side of Aylesbury-street.

Tramway No. 1 will be 1 furlong 6·90 chains in length.

In St. John-street, and on its western side there will be a distance of less than 9 feet 6 inches between the nearest rail of the said tramway and the curbstone, namely, between a point in the said street opposite Albemarle-street, and a point in St. John-street, 88 yards north of Albemarle-street, measuring along St. John-street.

Tramway No. 1a.—A double line (4·60 chains in length and wholly situate in the parish of St. Sepulchre), commencing 22 yards north of Bett's Brandy Distillery Office, in St. John-street, and terminating in that street at a point 4·60 chains to the north of the commencement of the said Tramway No. 1a, measuring along the said street.

Tramway No. 1a will commence and terminate at Tramway No. 1, and will be in the nature of a passing place.

Tramway No. 2.—Wholly situate in the parish of St. James, Clerkenwell, commencing at the termination of Tramway No. 1, thence proceeding in a northerly direction along St. John-street and St. John-street-road, and terminating at the junction of that road with Pentonville-road.

Tramway No. 2 will be 4 furlongs 6·60 chains in length.

Tramway 2a.—A double line (2 furlongs 6·30 chains in length, and wholly situate in the parish of St. James, Clerkenwell), commencing in St. John-street, opposite the northern side of Aylesbury-street, proceeding in a northerly direction along St. John-street and St. John-street-road, and terminating in the last-mentioned road opposite Rawstorne-street.

Tramway 2b.—A double line (6 chains in length, and wholly situate in the parish of St. James, Clerkenwell), commencing in the centre of St. John-street-road at a point opposite the northern side of Owen-street, proceeding in a northerly direction along St. John-street-road, and terminating in that road at a point 7 yards south of Pentonville-road.

Tramways Nos. 2a and 2b will respectively commence and terminate at Tramway No. 2, and will be in the nature of passing places.

Tramway No. 3.—Commencing at the termination of Tramway No. 2, proceeding in a westerly direction along Pentonville-road, then in a northerly direction along Penton-street, and Barnsbury-road, then in a westerly direction along Richmond-road, then in a northerly direction along Hemingford-road, crossing the Offord-road, along the Roman-road crossing the North London Railway and terminating in Roman-road, where St. James'-road crosses Roman-road.

Tramway No. 3 will be 1 mile 3 furlongs 7·50 chains in length, and will be situate in the parishes of St. James, Clerkenwell, and St. Mary, Islington.

Tramway 3a.—A double line (1 furlong 4·60 chains in length, and wholly situate in the said parish of St. James, Clerkenwell), commencing in the Pentonville-road, opposite the western boundary of the Angel Inn, proceeding in a westerly direction along Pentonville-road, and terminating near the junction of Pentonville-road with Penton-street.

Tramway 3b.—A double line (7 furlongs and 20 links in length, and situate in the parishes of St. James, Clerkenwell, and St. Mary, Islington) commencing in Penton-street, opposite White Lion-street, proceeding in a northerly direction along Penton-street and Barnsbury-road, then in a westerly direction along Richmond-road, then in a northerly direction along Hemingford-road, and terminating at the junction of that road with Offord-road.

Tramway 3c.—A double line (3 chains in length), commencing in the Roman-road, 40 yards north of Market-street, and terminating in that road opposite Bride-street.

Tramway 3d.—A double line (0·90 chains in length), commencing in Roman-road, 35 yards north of Leslie-street, and terminating in the said road at its junction with St. James'-road.

Tramways Nos. 3a, 3b, 3c, and 3d will respectively commence and terminate at Tramway No. 3, and will be in the nature of passing places.

Tramway No. 4.—Commencing at the termination of Tramway No. 3, running in an easterly direction down St. James'-road, crossing the North Metropolitan Tramway in the Liverpool-road, running down Palmer-place, crossing the above tramway line in the Holloway-road into and passing along Drayton-park, continuing in a northerly direction along the Benwell-road, under the Great Northern Railway Company's arch, then in a north-westerly direction along the Hornsey-road, then in a north-easterly direction along the Isledon-road, crossing the Seven Sisters'-road and the North Metropolitan Tramway, continuing up the Fonthill-road, and terminating in that road at its junction with Tollington-park.

Tramway No. 4 will be 1 mile, 6 furlongs 1·80 chains in length.

At the following places there will, as regards Tramway No. 4, be a distance of less than 9 feet 6 inches between the nearest rail and the curbstone, namely in Palmer-place, between the junction therewith of Palmer-street and the junction of Palmer-place with the Holloway-road, and again in St. James'-road for a distance of 50 yards, measuring from the junction of that road with Liverpool-road.

- Tramway 4a.—A double line (3·40 chains in length), commencing in Roman-road, at its junction with St. James'-road, by a junction with Tramway 3d, continuing along and terminating in the St. James'-road in an easterly direction by a junction with Tramway No. 4.
- Tramway 4b.—A double line (3 chains in length), commencing in the St. James'-road, opposite Westbourne-road, running easterly along the said St. James'-road, and terminating in that road opposite Wellington-road.
- Tramway 4c.—A double line (2·30 chains in length), commencing in St. James'-road 48 yards east of Chalfont-road, and terminating in St. James'-road, at the northern end of Paradise-terrace.
- Tramway 4d.—A double line (4·10 chains in length), commencing in Palmer-place, opposite Palmer-street, and terminating in Palmer-place, near the easterly end thereof.
- Tramway 4e.—A double line (5 chains in length), commencing in Drayton-park, 37 yards west of the Methodist Schools, running in a north-easterly direction along Drayton-park and the Benwell-road, and terminating in that road at a point 60 yards from where Drayton-park joins Benwell-road.
- Tramway 4f.—A double line (3 chains in length), commencing in Benwell-road, opposite Albany-place, and terminating in the Hornsey-road, 30 yards north of Ashburnham-grove.
- Tramway 4g.—A double line (4·70 chains in length), commencing in Hornsey-road, 13 yards south of its junction with Arthur-road, running in a north-easterly direction along the Isledon road, and terminating in the last-mentioned road, about 70 yards from the junction of that road with Hornsey-road.
- Tramway 4h.—A double line (3 chains in length), commencing in Isledon-road opposite Yonge-park, and running for a distance of 66 yards along such road in a north-easterly direction.
- Tramway 4k.—A double line (3 chains in length), commencing in the Isledon-road, 88 yards south of the Seven-Sisters'-road, measuring along Isledon-road, and terminating in Isledon-road 3 chains distant from the commencement of Tramway No. 4k.
- Tramway 4l.—A double line (3 chains in length) commencing in the Fonthill-road 66 yards south of Athelstane-road, and terminating in Fonthill-road at a point 3 chains distant from the commencement of the tramway, proceeding in a northerly direction.
- Tramways 3c, 3d, 4, 4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4k, and 4l will be wholly situate in the parish of St. Mary, Islington, and Tramways Nos. 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4k, and 4l will respectively commence and terminate at Tramway No. 4, and will be in the nature of passing places.
- Tramway No. 5, 1 mile 2 furlongs 9 chains in length, commencing by a junction with Tramway No. 4 in Drayton-park, opposite the Methodist Chapel Schools, proceeding in a north-easterly direction along Drayton-park for its entire length, crossing over the Great Northern Railway, then along the Gillespie-road as far as its junction with the Blackstock-road, then in a northerly direction along the Blackstock-road, and terminating in that road at its junction with Seven Sisters'-road.
- Tramway No. 5 will be situate in St. Mary, Islington, Hornsey, South Hornsey, and Saint Mary, Stoke Newington.
- Tramway No. 5a.—A double line (3 chains in length, wholly situate in the parish of St. Mary, Islington), commencing in Drayton-park at its junction with Highbury Park-road north, and terminating in Drayton-park at a point 3 chains north of the commencement of the said Tramway No. 5a.
- Tramway 5b.—A double line (3 chains in length, wholly situate in the parish of St. Mary, Islington), commencing in the Gillespie-road where that road joins Drayton-park, thence proceeding in an easterly direction along Gillespie-road and terminating in that road at a point 66 yards from the commencement of Tramway 5b.
- Tramway 5c.—A double line (3 chains in length, and wholly situate in the said parish of St. Mary, Islington), commencing in Gillespie-road about 70 yards west from its junction with Blackstock-road, and terminating at the eastern end of Gillespie-road aforesaid.
- Tramway 5d.—A double line (3 chains in length), commencing in Blackstock-road opposite Ambler-road, and terminating in Blackstock-road 3 chains north of Ambler-road.
- Tramway 5d will be situate in St. Mary, Islington, St. Mary, Stoke Newington, and South Hornsey, some or one of them.
- Tramway No. 5a, 5b, 5c, and 5d will respectively commence and terminate at Tramway No. 5, and will be in the nature of passing places.
- Tramway No. 6.—1 mile 7 furlongs, 3·30 chains in length, commencing at the termination of Tramway No. 5 in the Seven Sisters'-road at the boundary of Hornsey parish, following that road in a north-easterly direction past the Manor House, over the New River Company's Bridge, under the Tottenham and Hampstead junction and Great Eastern Railways, and terminating at the Tottenham High-road at its junction with Seven Sisters'-road.
- Tramway No. 6 will be situate in the parishes of Hornsey, St. Mary's Stoke Newington, Tottenham, and St. Mary, Islington, or some of them.
- Tramway 6a.—A double line (3 chains in length), commencing in the Seven Sisters'-road opposite the western side of Finsbury Park-road where that road joins the said Seven Sisters'-road, and terminating in the said last-named road, 3 chains, east of the commencement of Tramway 6a, which tramway will be situate in the parishes of St. Mary, Stoke Newington, and Hornsey.
- Tramway 6b.—A double line (3 chains in length) wholly situate in Hornsey, commencing in Seven Sisters'-road, opposite Hornsey Wood Tavern, and running in a north-easterly direction along the said Seven Sisters'-road for a distance of 3 chains from the commencement of the said Tramway No. 6b.
- Tramway 6c.—A double line (3 chains in length and wholly situate in the parish of St. Mary, Stoke Newington) commencing in the Seven Sisters'-road and its western crossing with the Green-lanes, thence running in an easterly direction along the said Seven Sisters'-road and terminating therein at a point 3 chains eastward from the

commencement of the said Tramway No. 6c. measuring along the said road.

Tramway 6d.—A double line (3 chains in length, and wholly situate in the said parish of St. Mary, Stoke Newington), commencing in the Seven Sisters'-road, 10 yards east of the New River Company's bridge, thence proceeding along the said road in a north-easterly direction, and terminating in the said road at a point 66 yards from the commencement of the said Tramway No. 6d, measuring along the said road.

Tramway 6e.—A double line (3 chains in length, and wholly situate in the parish of Tottenham), commencing in the Seven Sisters'-road, at the eastern end of its junction with Moreton-road, thence running in an easterly direction along the said Seven Sisters'-road, and terminating therein at a point 3 chains distant from the commencement of the said Tramway No. 6e, measuring along the said road.

Tramway 6f.—A double line (3 chains in length, and wholly situate in the said parish of Tottenham), commencing in the Seven Sisters'-road, 100 yards west of the centre of Tottenham High-road, where the two roads join, thence running in an easterly direction along the said Seven Sisters'-road and terminating therein at a point 3 chains distant from the commencement of the said Tramway No. 6f, measuring along the said last-mentioned road.

At the following place there will be a distance of less than 9 feet 6 inches between the nearest rail and the curb-stone, viz., for a distance of 40 yards on the south side of the Seven Sisters'-road, measuring in a south-westerly direction from the junction of that road with the Tottenham High-road.

Tramways No. 6a, 6b, 6c, 6d, 6e, and 6f will respectively commence and terminate at Tramway No. 6, and will be in the nature of passing places.

Tramway No. 7.—1 mile 7 feet 8 chains in length, commencing by a junction with Tramway No. 6 in the Seven Sisters'-road, at a point 25 yards distant from the southern end of Manor House, measuring along the said road, thence passing along Green-lanes in a northerly direction, passing over the New River Company's Bridge and under the Tottenham and Hampstead Junction and Great Eastern Railways, and terminating near the point where Lordship-lane joins Green-lanes. Tramway No. 7 will be situate in the parishes of St. Mary, Stoke Newington, and Tottenham.

Tramway No. 7a.—A double line (3 chains in length, and wholly situate in the parish of St. Mary, Stoke Newington), commencing opposite the Manor House in Green-lanes; and running along the said road in a northerly direction, and terminating therein at a point 3 chains distant from the commencement of the said Tramway No. 7a, measuring along the said road.

Tramway 7b.—A double line (3 chains in length, commencing in the said last-mentioned road 70 yards south of the Tottenham and Hampstead Junction Railway Bridge, thence running in a northerly direction along the said road, and terminating therein at a point 3 chains from the commencement of the said Tramway No. 7b, measuring along the road.

Tramway 7c.—A double line (3 chains in length) commencing in the said last-men-

tioned road opposite the Queen's Head Tavern, thence running in a northerly direction along the said road, and terminating therein at a point 3 chains from the commencement of the said Tramway No. 7c measuring along the said road.

Tramway 7d.—A double line (4 chains in length) commencing in the said last-mentioned road at a point 100 yards south of the junction of the said road with Lordship-lane, thence running in a northerly direction along Green-lanes, and terminating therein at a point 4 chains from the commencement of the said Tramway No. 7d measuring along Green-lanes.

Tramways 7b, 7c, and 7d will be wholly situate in the parish of Tottenham.

Tramways Nos. 7a, 7b, 7c, and 7d will respectively commence and terminate at Tramway No. 7, and will be in the nature of passing places.

All the tramways, except where otherwise described, will be single lines of tramway.

2. The said tramways will be constructed on a gauge of four feet eight and a half inches, or such other gauge as may be prescribed by the Board of Trade, or defined by the said Provisional Order.

3. To authorise and empower the promoters from time to time to enter upon, open, and break up the surface, and to alter, divert, stop up and otherwise interfere with streets, highways, turnpike and other roads, footpaths, passages, and places, railways, tramways, rivers, canals, streams, watercourses, sewers, drains, bridges, pavements, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes, extra-parochial, and other places mentioned in this Notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed tramways and works, or of substituting others in their place or otherwise for the purpose of the said Provisional Order.

4. To enable the promoters for all or any of the purposes of the proposed tramways and works to purchase or acquire by agreement, or to take easements over lands, houses, and other property, and to erect and hold offices, buildings, stables, and other conveniences on any such lands, and to sell, lease, or dispose of any such lands, houses, or other property.

5. To enable the promoters to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works by carriages passing along the same, and for the conveyance of the passengers or other traffic thereon, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

6. To make provision for the maintenance and repair of the whole, or any portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, or any rails, plates, or works connected therewith may be laid, and to exempt the promoters from the payment of the whole or some part of any highway, or other rate or assessment in respect of any portion or part of the respective streets, roads, and places upon or along which any of the proposed tramways, or any rails, plates, sleepers, or works connected therewith, may be laid.

7. To provide for and regulate the user by the promoters, for the purposes of the said Provisional Order, 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 prohibit the running on the proposed tramway and works of carriages or trucks adapted for use upon railways.

9. To reserve to the promoters the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels especially adapted to run on an edged rail or on a grooved rail.

10. To prohibit, except by agreement with the promoters, and upon terms to be prescribed by the Provisional Order or otherwise, the use of the proposed tramways and works by persons or Corporations other than the promoters, with carriages with flanged wheels, or other wheels especially or particularly adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the promoters and any other persons or Corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on such persons or Corporations.

11. To make provision for regulating the passage of traffic, whether of the promoters or not, along streets, roads, and places in which the proposed tramways and works will be laid, or any part or parts thereof, and along, over, and across such tramways and works, and for preventing obstructions to all or any such traffic, and to enable the promoters and the respective street authorities, or any or some or one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations, with reference to all or any of the matters aforesaid, and to attach penalties to the breach, or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Provisional Order.

12. To empower the promoters from time to time to make such passing places, crossings, sidings, junctions, and other works, in addition to those particularly specified in this Notice, as may be necessary or expedient for the efficient working of the proposed tramways or any of them, and for providing access to any stables, carriages, sheds, or works of the promoters.

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

14. To enable the promoters and the Metropolitan Board of Works, and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the control, or management, or the duty of directing the repairs of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to all or any of the purposes of the said intended Provisional Order, or the laying down, or maintaining, or 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.

15. To sanction, confirm, and give effect to any contracts or agreements made, or to be

hereafter made, for any of the purposes in this Notice above mentioned.

16. And the said Provisional Order will vary and extinguish all rights and privileges which would or might in any way interfere with its objects, and it will confer other rights and privileges.

17. And notice is hereby further given, that plans and sections of the proposed tramways and works will be deposited on or before the 29th day of November instant, at the office of the Board of Trade at Whitehall-gardens, S.W.; and at the office of the Metropolitan Board of Works, Spring-gardens, S.W.; and at the office of the South Hornsey Local Board of Works, Spencer-road, Holloway; at the office of the Hornsey Local Board of Health, Southwood-lane, High-gate; at the office of the Tottenham Local Board of Health, Tottenham High-road; and for public inspection with the Clerk of the Peace for the county of Middlesex at his office at the Sessions House, Clerkenwell-green; and in the Parliament Office of the House of Lords, and in the Private Bill Office of the House of Commons; and on or before the same day a copy of so much of the said plans and sections as relates to each of the parishes from, in, through, or into which the proposed tramways and works, or part or parts thereof respectively, will be made or pass, will be deposited as follows:—So far as regards the parish of St. Sepulchre, Middlesex, with the Clerk to the Holborn District Board of Works, at his office, at Little James-street, Bedford-row, W.C.; so far as regards the parishes of St. James and St. John, Clerkenwell, with the Vestry Clerk of those parishes, at his office, at the Vestry Hall, 58 Rosoman-street, Clerkenwell, E.C.; so far as regards the parish of St. Mary, Islington, with Vestry Clerk of that parish, at his office, at the Vestry Hall, Upper-street, Islington, N.; so far as regards the parish of St. Mary, Stoke Newington, with the Clerk of the Hackney District Board of Works, at his office, at the Town Hall, Hackney, E.; and in the case of any other parish with the Parish Clerk of 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. Each such deposit will be accompanied by a copy of this Notice, as published in the "London Gazette."

18. The draft of the Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the offices of Messieurs Sutton and Ommanney, Solicitors, 3, Great Winchester-street, E.C.

19. 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 1st of January next, and copies of their objections must at the same time be sent to the promoters, at the aforesaid office of Messieurs Sutton and Ommanney, and in forwarding to the Board of Trade such objections, the objectors, or their agents, must state that a copy of the same has been sent to the promoters, or their agents, at their said office.

Dated this 21st day of November, 1879.

Sutton and Ommanney, 3, Great Winchester-street, London, E.C., Solicitors for the Promoters.

Board of Trade.—Session 1880.

The Tramways Act, 1870.

Birkdale and Southport Tramways.

(Construction of Street Tramways in the borough of Southport and in the district of Birkdale, both in the county of Lancaster; Powers to use Steam or other Mechanical Power; Agreements with the Mayor, Aldermen, and Burgesses of the borough of Southport, with the Local Board of Birkdale, and with other Authorities and Persons; Provisions as to Leases and Tolls, as to gauge of the Tramways, Breaking up of Streets, to acquire Land and User of and Easements in Land, as to Widening and Alteration of Streets, Roads, and Bridges; Repeal and Amendment of Acts, and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next under the provisions of the Tramways Act, 1870," by the Birkdale and Southport Tramways Company Limited, hereinafter called "the Promoters," for a Provisional Order to authorise and empower the promoters to form, lay down, construct, and maintain within the borough of Southport and in the district of Birkdale, both in the county of Lancaster, the 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, that is to say:—

Tramway No. 1.

Wholly in the township and in the parish of North Meols, in the borough of Southport, in the county of Lancaster, consisting of Tramway Portions Nos. 1a to 1c, both inclusive, and commencing in Hoghton-street, at a point 0·85 chains from the centre of Manchester-road by a junction with Tramway No. 3, and passing thence in a south-westerly direction along Hoghton-street, thence into and along Chapel-street to its termination, at a point 1 chain north-east of the centre of Eastbank-street. The total length of Tramway No. 1 is 3 furlongs 6·80 chains, and it consists of 3 chains of double line and 3 furlongs 3·80 chains of single line.

The double and single portions of Tramway No. 1 are particularised as follows:—

Tramway Portion 1a.—A single line, 2 furlongs 1·50 chains in length, commencing in Hoghton-street at a point 0·85 chains from the centre of Manchester-road by junction with Tramway No. 3, and passing along Hoghton-street and terminating at a point 3 chains north-east of the north-east side of London-street.

Tramway Portion 1a is to be so laid in Hoghton-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north-west side of the street and the nearest rail of the Tramway for its whole length.

Tramway Portion 1b.—A double line or passing place 3 chains in length, wholly in Hoghton-street, commencing by a junction with Tramway Portion 1a at the termination thereof, and terminating at a point opposite the north-east side of London-street.

Tramway Portion 1b is proposed to be so laid in Hoghton-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of the street and the nearest rail of the tramway for its whole length.

Tramway Portion 1c.—Wholly in Chapel-street. A single line, 1 furlong 2·30 chains in length, commencing by a junction with Tramway Portion 1b at the termination thereof, and

terminating at a point 1 chain north-east of the centre of Eastbank-street by a junction with Tramway No. 2.

Tramway No. 2.

Wholly in the township and in the parish of North Meols, in the borough of Southport, in the county of Lancaster, consisting of Tramway Portions Nos. 2a to 2f, both inclusive, and commencing in Chapel-street at a point 1 chain north-east of the centre of Eastbank-street, by a junction with Tramway No. 1 at the termination thereof, passing in a south-easterly direction by a curved line into Eastbank-street, and thence into and along Scarisbrick New-road, and terminating at a point 1·28 chains south-east of the entrance to the Alexandra Hotel. The total length of Tramway No. 2 is 1 mile and 5 furlongs, and consists of 2 furlongs 9·55 chains of double line, and 1 mile 2 furlongs and 0·45 chains of single line.

The double and single portions of Tramway No. 2 are particularised as follows:—

Tramway Portion 2a.—A single line, 2 chains in length, commencing by a junction with Tramway No. 1 at its termination, and curving in a south-easterly direction into and terminating at a point in Eastbank-street, 1·50 chains south-east of the centre of Chapel-street.

Tramway Portion 2b.—A double line or passing place, 3 chains in length, wholly in Eastbank-street, commencing by a junction with Tramway Portion 2a at its termination and terminating at a point 4·50 chains south-east of the centre of Chapel-street.

Tramway Portion 2b is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north-east side of Eastbank-street and the nearest rail of the tramway for its whole length.

Tramway Portion 2c.—A single line, 1 furlong 1·20 chains in length, wholly in Eastbank-street, commencing by a junction with Tramway Portion 2b at its termination, and terminating at a point 0·50 chains south-east of the centre of Part-street.

Tramway Portion 2d.—A double line or passing place, 3 chains in length, wholly in Eastbank-street, commencing by a junction with Tramway Portion 2c at its termination, and terminating at a point 3·50 chains south-east of the centre of Part-street.

Tramway Portion 2d is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Eastbank-street and the nearest rail of the Tramway for its whole length.

Tramway Portion 2e.—A single line, 1 furlong 2·55 chains in length, commencing by a junction with Tramway Portion 2d at its termination, and continuing in a south-easterly direction along Eastbank-street for a distance of 9 chains or thereabouts, then curving in an easterly direction to its termination at a point at the commencement of Scarisbrick New-road.

A portion of Tramway Portion 2e is proposed to be so laid in Eastbank-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north-east side of that street and the nearest rail of the tramway for a length of 9 chains between its commencement and a point 3·30 chains south-east of the centre of the Liverpool, Crosby, and Southport Railway.

Tramway Portion 2f.—A double line or passing place, 3 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2e at its termination, and

terminating at a point 3 chains east of the commencement of Scarisbrick New-road.

Tramway Portion 2f.—A single line is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of Scarisbrick New-road and the nearest rail of the tramway for its whole length.

Tramway Portion 2g.—A single line 5.95 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2f at its termination, and terminating at a point 4 chains north-west of the centre of Sefton-street.

Tramway Portion 2h.—A double line or passing place, 3 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2g at its termination, and terminating at a point 1 chain north-west of the centre of Sefton-street.

Tramway Portion 2h is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south-west side of Scarisbrick New-road and the nearest rail of the tramway for its whole length.

Tramway Portion 2i.—A single line, 1 furlong 1.70 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2h at its termination, and terminating at a point 2.60 chains to the north-east of Ash-street.

Tramway Portion 2j.—A double line or passing place, 5.55 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2i at its termination, and terminating at a point 2.95 chains south-east of the centre of Ash-street.

Tramway Portion 2j is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of Scarisbrick New-road and the nearest rail of the tramway for its whole length.

Tramway Portion 2k.—A single line wholly in Scarisbrick New-road, 1 furlong 4.55 chains in length, commencing by a junction with Tramway Portion 2j at its termination, and terminating at a point 9.95 chains south-east of the centre of Birch-street.

Tramway Portion 2l.—A double line or passing place, 3 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2k at its termination, and terminating at a point 12.25 chains south-east of the centre of Birch-street.

Tramway Portion 2l is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of Scarisbrick New-road and the nearest rail of the tramway for its whole length.

Tramway Portion 2m.—Wholly in Scarisbrick New-road, 1 furlong 4.40 chains in length, commencing by a junction with Tramway Portion 2l at its termination, and terminating at a point 0.80 chains north-west of the centre of Ash-lane.

Tramway Portion 2n.—A double line or passing place, 3 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2m at its termination, and terminating at a point 2.20 chains south-east of the centre of Ash-lane.

Tramway Portion 2n is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of Scarisbrick New-road and the nearest rail of the tramway for its whole length.

Tramway Portion 2o.—A single line, 1 furlong

4.35 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2n at its termination, and terminating at a point 6.10 chains north-west of the centre of Fine Jane's Brook, where it crosses the Scarisbrick New-road.

Tramway Portion 2p.—A double line or passing place, 3 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2o at its termination, and terminating at a point 3.10 chains north-west of the centre of Fine Jane's Brook, where it crosses Scarisbrick New-road.

Tramway Portion 2p is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of Scarisbrick New-road and the nearest rail of the tramway for its whole length.

Tramway Portion 2q.—A single line, 1 furlong 3.75 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2p at the termination thereof, and terminating at a point 1.80 chains north-west of the entrance to the Alexandra Hotel.

Tramway Portion 2r.—A double line or passing place, 3 chains in length, wholly in Scarisbrick New-road, commencing by a junction with Tramway Portion 2q at its termination, and terminating at a point 1.30 chains south-east of the entrance to the Alexandra Hotel.

Tramway No. 3.

Wholly in the township and in the parish of North Meols, in the borough of Southport, in the county of Lancaster, consisting of Tramway Portions 3a to 3i, both inclusive, and commencing in Hoghton-street by a junction with Tramway No. 1, at a point 0.85 chains south-west of the centre of Manchester-road, and passing thence in an easterly direction by a curved line into Manchester-road, and continuing in an easterly direction in the same street, and passing thence by a curved line in a south-easterly direction into and along Hawkshead-street and Windsor-road, and thence in an easterly direction by a curved line into an intended new road in extension of Kensington-road; passing thence in a south-westerly direction by a curved line into and along an intended new road, being an extension of Ash-street; thence into and along Ash-street; thence by a curved line in a westerly direction to its termination in Scarisbrick New-road by a junction with Tramway Portion 2j at a point 1.12 chains north-west of the centre of Ash-street. The total length of Tramway No. 3 is 1 mile 0 furlongs 9 chains, and consists of 1 furlong 2 chains of double line, and 7 furlongs 7 chains of single line. The double and single portions of Tramway No. 3 are particularised as follows:—

Tramway Portion 3a.—A single line, 1.20 chains in length, commencing in Hoghton-street by a junction with Tramway No. 1, at a point 0.85 chains south-west of the centre of Manchester-road, and passing thence in a southerly direction by a curved line into Manchester-road, and terminating at a point 0.60 chains east of the centre of Hoghton-street, in Manchester-road.

Tramway Portion 3b.—A double line or passing place, 3 chains in length, wholly in Manchester-road commencing by a junction with Tramway Portion 3a at its termination, and terminating at a point 3.60 chains east of the centre of Hoghton-street.

Tramway Portion 3b is proposed to be so laid that a less space than 9 feet 6 inches will

intervene between the outside of the footpath on the south-west side of Manchester-road and the nearest rail of the tramway for its whole length.

Tramway Portion 3c.—A single line wholly in Manchester-road, 1 furlong 7 chains in length, commencing by a junction with Tramway Portion 3b at the termination thereof, and terminating at Hawkshead-street at a point opposite the south-east side of Manchester-street.

Tramway Portion 3d.—A double line or passing place, 3 chains in length, wholly in Hawkshead-street, commencing by a junction with Tramway Portion 3c at its termination, and terminating in Hawkshead-street at a point 3 chains south-east of the south side of Manchester-road.

Tramway Portion 3d is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north-east side of Hawkshead-street, and the nearest rail of the tramway for its whole length.

Tramway Portion 3e.—A single line, 1 furlong 3·50 chains in length, partly in Hawkshead-street and partly in Hawkshead-street South, commencing by a junction with Tramway Portion 3d at its termination, and terminating at a point in Windsor-road opposite the south-west side of Hawkshead-street South.

Tramway Portion 3f.—A double line or passing place, 3 chains in length, wholly in Windsor-road, commencing by a junction with Tramway Portion 3e at its termination, and terminating at a point 3 chains south-west of the south-west side of Hawkshead-street South.

Tramway Portion 3f is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south-east side of Windsor-road, and the nearest rail of the tramway for its whole length.

Tramway Portion 3g.—A single line, 2 furlongs 2·20 chains in length, commencing by a junction with Tramway Portion 3f at its termination in Windsor-road, passing in an easterly direction by a curved line into and along an intended new road, being an intended extension of Kensington-road, thence by a curved line in a south-westerly direction to its termination in an intended new road, being an extension of Ash-street, at a point 2·80 chains south-west of the south-west end of Barton-street.

A portion of Tramway Portion 3g is proposed to be so laid in Windsor-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Windsor-road and the nearest rail of the tramway for a length of 7·70 chains between Sussex-road and Kensington-road.

Tramway Portion 3h.—A double line or passing place, 3 chains in length, wholly in an intended new road, being an extension of Ash-street, commencing by a junction with Tramway Portion 3g, and terminating at a point 5·80 chains south-west of the south-west end of Barton-street.

Tramway Portion 3i.—A single line, 2 furlongs 3·10 chains in length, commencing by a junction with Tramway Portion 3h at its termination in the intended new road in extension of Ash-street, passing thence into and along Ash-street, thence in an easterly direction by a curved line, and terminating in Scarisbrook New-road at a junction with Tramway Portion 2j at a point 1·12 chains north-west of the centre of Ash-street.

A portion of Tramway Portion 3i is proposed

to be so laid in Ash-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of that street and the nearest rail of the tramway for a length of 1 furlong 7·25 chains between Forest-road and Scarisbrick New-road.

Tramway No. 4.

Wholly in the parish of North Meols, partly in the township of North Meols, partly in the township of Birkdale, partly also in the borough of Southport, and partly in the district of Birkdale, wholly in the county of Lancaster, consisting of Tramway Portions 4a to 4u, both inclusive, and commencing in Scarisbrick New-road at a point 1 chain north-west of the centre of Sefton-street, by a junction with Tramway No. 2 and Tramway Portion 2h, and thence passing by a curved line in a south-westerly direction into and along Sefton-street, thence by a curved line in a north-westerly direction into Lorne-street, thence by a curved line in a south-westerly direction into and along Miller-street, and thence crossing the boundary between the borough of Southport and the district of Birkdale into and along Everton-road and Liverpool-road in a southerly direction, and terminating in Liverpool-road at a point 3·10 chains south of the centre of Halsall-road. The total length of Tramway No. 4 is 1 mile 7 furlongs 9 chains, and it consists of 2 furlongs 8·40 chains of double line, and 1 mile 5 furlongs 0·60 chains of single line.

The double and single portions of Tramway No. 4 are particularised as follows:—

Tramway Portion 4a.—A single line, 1 furlong 8 chains in length, commencing in Scarisbrick New-road at a point 1 chain north-west of the centre of Sefton-street, by a junction with Tramway No. 2 and Tramway Portion 2h, and thence passing by a curved line in a south-westerly direction into and terminating in Sefton-street at a point 3·15 chains south-west of the centre of Upper Portland-street.

A portion of Tramway Portion 4a is proposed to be so laid in Sefton-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Sefton-street and the nearest rail of the tramway for a length of 1 furlong 7·30 chains between the north-east end of Sefton-street and its termination.

Tramway Portion 4b.—A double line or passing place, 3 chains in length, wholly in Sefton-street, commencing by a junction with Tramway Portion 4a at its termination, and terminating at a point 6·15 chains south-west of the centre of Upper Portland-street.

Tramway Portion 4b is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Sefton-street and the nearest rail of the tramway for its whole length.

Tramway Portion 4c.—A single line, 1 furlong 7·30 chains in length, commencing by junction with Tramway Portion 4b at its termination in Sefton-street, passing thence into and terminating in Lorne-street, at a point 0·05 chains south-east of the north-west side of Sefton-street.

A portion of Tramway Portion 4c is proposed to be so laid in Sefton-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Sefton-street and the nearest rail of the tramway for a length of 1 furlong 7 chains between its commencement and the south-west end of Sefton-street.

Tramway Portion 4d.—A double line or passing place, 2·40 chains in length, wholly in

Lorne-street, commencing by a junction with Tramway Portion 4c at its termination, and terminating at a point 0.40 chains south-east of the centre of Miller-street.

Tramway Portion 4d is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Lorne-street and the nearest rail of the tramway for its whole length.

Tramway Portion 4e.—A single line, 6.50 chains in length, commencing in Lorne-street by junction with Tramway Portion 4d at its termination, and passing thence in a south-westerly direction by a curved line into and along Miller-street, and terminating in Everton-road at a point 2 chains on the north-east side of Upper Aughton-road.

Tramway Portion 4e is proposed to be so laid in Miller-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south-east side of Miller-street and the nearest rail of the tramway for the whole length of Miller-street, and on the north-west side of Miller-street for a length of 3.25 chains between a point 0.30 chains south-west of the south-west side of Lorne-street and the south-west end of Miller-street.

Tramway Portion 4e is also proposed to be so laid in Everton-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Everton-road and the nearest rail of the tramway for a length of 2.60 chains between the end of Miller-street and the termination of the said tramway.

Tramway Portion 4f.—A double line or passing place, 2 chains in length, wholly in Everton-road, commencing by junction with Tramway Portion 4e at its termination, and terminating at a point opposite to the north-east side of Upper Aughton-road.

Tramway Portion 4f is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Everton-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4g.—A single line, 1 furlong 3.40 chains in length, wholly in Everton-road, commencing by a junction with Tramway Portion 4f at its termination, and terminating at a point 4.80 chains south of the centre of Vaughan-road.

Tramway Portion 4g is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Everton-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4h.—A double line or passing place 3 chains in length, wholly in Everton-road, commencing by junction with Tramway Portion 4g at its termination, and terminating at a point 7.80 chains south of the centre of Vaughan-road.

Tramway Portion 4h is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Everton-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4i.—A single line, 1 furlong 0.70 chains in length, wholly in Everton-road, commencing at Tramway Portion 4h at its termination, and terminating at a point 0.25 chains north-east of the north-east side of Liverpool-road.

Tramway Portion 4h is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Everton-road and the nearest rail of the tramway for its whole length.

Tramway portion 4j. A double line or passing place, 3 chains in length, commencing by junction with Tramway Portion 4i, at its termination in Everton-road, passing by a curved line in a south-westerly direction into and terminating in Liverpool-road, at a point 2.50 chains south-west of the centre of Everton-road.

Tramway Portion 4j is proposed to be so laid in Everton and Liverpool-roads that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south-east side of Everton and Liverpool-roads for its whole length, and the south side of Liverpool-road for a length of 2 chains between the points respectively 0.55 chains and 2.55 chains south-west of the centre of Everton-road.

Tramway Portion 4k. A single line, 1 furlong 6.50 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4j at its termination, and terminating at a point 1.30 chains south of Chatham-road.

Tramway Portion 4k is proposed to be so laid in Liverpool-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4l. A double line or passing place, 3 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4k, and terminating at a point 4.30 chains south of the centre of Chatham-road.

Tramway Portion 4l is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4m. A single line, 1 furlong 6.70 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4l, and terminating in Liverpool-road at a point 0.50 chains south of the centre of Bedford-road.

Tramway Portion 4m is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4n. A double line or passing place, 3 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4m at its termination, and terminating at a point 3.50 chains south of the centre of Bedford-road.

Tramway Portion 4n is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4o. A single line 1 furlong 5.70 chains in length, wholly in Liverpool-road, commencing by junction with Tramway Portion 4n, and terminating at a point 2.10 chains north of the north side of the Police-station.

Tramway Portion 4o is proposed to be so laid in Liverpool-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4p. A double line or passing place, 3 chains in length, wholly in Liverpool-road, commencing by junction with Tramway Portion 4o at its termination, and terminating at a point 0.90 chains south of the north side of the Police-station.

Tramway Portion 4p is proposed to be so laid in Liverpool-road that a less space than 9 feet 6

inches will intervene between the outside of the footpath on the south side of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4q. A single line 5 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4p at its termination, and terminating at a point opposite the south side of Sandon-road.

Tramway Portion 4q is proposed to be so laid in Liverpool-road that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4r. A double line or passing place, 3 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4q at its termination, and terminating at a point 3 chains south of the south side of Sandon-road.

Tramway Portion 4r is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4s. A single line, 7 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4r, and terminating at a point 3·70 chains north of the centre of Halsall-road.

Tramway Portion 4s is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4t.—A double line or passing place, 3 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4s at its termination, and terminating at a point 0·70 chains north of the centre of Halsall-road.

Tramway Portion 4t is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway Portion 4u.—A single line, 3·80 chains in length, wholly in Liverpool-road, commencing by a junction with Tramway Portion 4t at its termination, and terminating at a point 3·10 chains south of the centre of Halsall-road.

Tramway Portion 4u is proposed to be so laid that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Liverpool-road and the nearest rail of the tramway for its whole length.

Tramway No. 5.

Wholly in the township of North Meols, parish of North Meols, and borough of Southport, in the county of Lancaster, consisting of Tramway Portions 5a to 5c, both inclusive, commencing in Chapel-street by a junction with Tramway No. 1, at a point 0·85 chains north of the centre of London-street, and thence passing by a curved line in an easterly direction into and along and terminating in London-street at a point 0·70 chains west of the centre of Lord-street. The total length of Tramway No. 5 is 9·40 chains, and consists of 2 chains of double line and 7·40 chains of single line.

The double and single portions of Tramway No. 5 are particularised as follows:—

Tramway Portion 5a.—A single line, 5·90 chains in length, commencing in Chapel-street by a junction with Tramway No. 1 at a point 0·85 chains north of the centre of London-street, and thence passing into and terminating in

London-street at a point 4 chains or thereabouts east of the east side of Chapel-street.

Tramway Portion 5b.—A double line or passing place, 2 chains in length, wholly in London-street, commencing by a junction with Tramway Portion 5a at its termination and terminating at a point 2·10 chains west of the centre of Lord-street.

A portion of Tramway Portion 5b is proposed to be so laid in London-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of London-street and the nearest rail of the tramway for a length of 1·50 chains between points respectively opposite to and 1·50 chains east of its commencement.

Tramway Portion 5c.—A single line, 1·50 chains in length, wholly in London-street, commencing by a junction with Tramway Portion 5b at its termination, and terminating at a point 0·70 chains west of the centre of Lord-street.

Tramway Portion 5c is proposed to be so laid in London-street that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the south side of London-street and the nearest rail of the tramway for its whole length.

Tramway No. 6.

Wholly in the township of North Meols, parish of North Meols, and borough of Southport, in the county of Lancaster, commencing in Ash-street by a junction with Tramway Portion 3i at a point 0·85 chains north-east of the centre of Scarisbrook New-road, and thence passing by a curved line in a south-easterly direction into, along, and terminating in Scarisbrook New-road by a junction with Tramway Portion 2j at point 1·25 chains south-east of the centre of Ash-street.

Tramway No. 6 consists of a single line 1·60 chains in length.

It is not proposed to run on any of the tramways carriages or trucks adapted for use upon railways.

To empower the promoters from time to time and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage houses, works, or buildings of the promoters.

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

To enable the promoters for all or any of the purposes of their undertaking to purchase or acquire by agreement or to take on lease, or take easements over lands, houses, and hereditaments, and to erect offices, stables, and buildings and other conveniences on any such lands; and to dispose by way of sale, letting, or otherwise of any lands, houses, and hereditaments acquired or erected by them.

To enable the promoters to levy, demand, and recover 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, and duties, and to confer, vary, or extinguish other rights and privileges.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any part of any street, road, or place upon or along which any of the proposed tramways may be laid, and to reserve to the promoters the exclusive right of using on the proposed tramways carriages with flanged wheels or other wheels specially or particularly adapted to run on an edge or grooved rail.

To prohibit, except by agreement with the promoters, or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons, companies, or corporations other than the promoters with carriages having flanged or other wheels specially or particularly adapted to run on an edge or grooved rail, and to authorise and give effect to agreements between the promoters and any other persons, companies, or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on such other persons, companies, or corporations.

To make provisions for regulating the passage of traffic, whether of the promoters or not, along or across streets, roads, and other thoroughfares through or along which the proposed tramways will be laid on any part or parts thereof, and along, over, and across such tramways: and for preventing obstructions to such traffic, and to enable the promoters and the respective street authorities, or either of them, or any or some of her Majesty's principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations or any of the provisions of the Provisional Order.

To authorise and empower the promoters and all persons, corporations, and companies lawfully using the intended tramways or any of them to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines or other mechanical or motive power, and to hold and acquire patents and other rights in relation to any such power.

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

To confirm and carry out agreements made by

the promoters with the mayor, aldermen, and burgesses of the borough of Southport, and with the Local Board of Birkdale, respectively, or with any other authorities, companies, or persons, and to enable the promoters to enter into and carry out agreements with such several local authorities, or other authorities, companies, or persons, respectively, with respect to the forming, laying down, maintaining, renewing, repairing, working, and using the proposed tramways, and the rails, chairs, plates, sleepers, and works connected therewith, and of any existing or authorised roads, streets, or bridges, or road, street, or bridge improvements upon or along which the same or any part thereof are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over or along the same.

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 Locomotives Act, 1861," and "The Locomotives Act, 1865," and any Act amending the said Acts, or any of them, so far as they may respectively 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. And the Provisional Order will vary or extinguish all rights and privileges inconsistent with or which might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that proper plans and sections of the proposed tramways and works, and a copy of this notice will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, Whitehall-gardens, Westminster, London, at the office of the Clerk of Parliaments, House of Lords; and at the Private Bill Office, House of Commons; and also, for public inspection, with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the same county; the Parish Clerk of North Meols, at his residence at Churchtown, near Southport; at the office of the Town Clerk for the borough of Southport, situate at the Town Hall, in Lord-street, in the said borough; at the office of the Local Board for the district of Birkdale, situate in Weld-road, in the said district of Birkdale; at the office of the undersigned, Radcliffe and Layton, the Promoter's Solicitors, 12, Hackinshay, Liverpool; and at the office of the undersigned, Layton and Jaques, the Promoter's Parliamentary Agents, 8, Ely-place, London.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of 1s. for each copy, by all persons applying for the same at the office of Messrs. Pollitt and Thompson, Accountants, Cambridge-arcade, Southport; at the office of the promoters in Cambridge-arcade, Southport; at the said office of the undersigned, Layton and Jaques, the Promoters' Parliamentary Agents, 8, Ely-place, London; and at the said office of the undersigned, Radcliffe and Layton.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for the 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 1st day of January now next ensuing, and copies of their objections must at the same time be sent to the promoters. In forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the promoters or their agents.

Dated this 18th day of November, 1879.

Radcliffe and Layton, 12, Hackins-hey,
Liverpool, Solicitors for the Provisional
Order;

Layton and Jaques, 8, Ely-place, London,
Parliamentary Agents.

Board of Trade.—Session 1880.

Birmingham and Aston Tramways (Provisional
Order).

(Construction of Tramways in Parishes of Birmingham and Aston: Tolls; Compulsory User of Streets, &c.; Provisions for User of Streets traversed; Powers to Corporation of Birmingham and the Aston Local Board; and Agreements with them and other Authorities; and other purposes).

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the Promoters to effect the objects and purposes hereinafter mentioned, or some of them (that is to say):—

To make, form, lay down, and maintain the several tramways hereinafter described, or some of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith respectively (that is to say):

A Tramway (No. 1) commencing in Dale-end at a point one and a half chains from the south-east corner of Bull-street at its junction with Dale-end, thence proceeding in a north-easterly direction along Dale-end, and terminating at the junction of Dale-end with Stafford-street; Tramway No. 1 will be a single line except for the distance of three chains and a half from its commencement, which will be double.

A Tramway (No. 2) commencing by a junction with Tramway No. 1 at its termination above described, thence proceeding along Stafford-street and terminating in that street at its junction with Aston-street; Tramway No. 2 will be a single line.

A Tramway (No. 3) commencing by a junction with Tramway No. 2, at its termination above described, thence proceeding along Aston-street through Gosta-green and Aston-road to and terminating at the borough boundary in Aston-road; Tramway No. 3 will be a double line.

A Tramway (No. 4) commencing by a junction with Tramway No. 2, at its commencement above described, thence proceeding along Coleshill-street, Prospect-row, Woodcock-street, Gosta-green, and terminating by a junction with Tramway No. 3, at or near the junction of Aston-road with Aston-street; Tramway No. 4 will be a single line.

A Tramway (No. 5), a single line, connecting Tramway No. 1 with Tramway No. 4, at the junction of Dale-end with Coleshill-street.

A Tramway (No. 6) commencing by a junction with Tramway No. 3 at the borough boundary in the Aston-road, thence proceeding in a north-easterly direction along the Aston-road to Aston-cross, and terminating at the junction of Rocky-lane with Aston-

road; Tramway No. 6 will be a double line.

A Tramway (No. 7) commencing by a junction with Tramway No. 6 at its termination, above described, thence proceeding along Lichfield-road to its junction with Church-lane, thence along Church-lane and Witton-lane to and terminating at or near the west end of Aston Church; Tramway No. 7 will be a single line.

A Tramway (No. 8) commencing by a junction with Tramway No. 7 at its termination above described, thence proceeding along the Park-road, and terminating at Aston Cross by a junction with Tramway No. 6 at its termination above described; Tramway No. 8 will be a single line.

A Tramway (No. 9) commencing by a junction with Tramway No. 7 at its termination above described, thence proceeding in a north-westerly direction along Witton-lane, and terminating at the junction of Witton-lane with Witton-road; Tramway No. 9 will be a single line.

A Tramway (No. 10) commencing by a junction with Tramway No. 9 at its termination above described, thence proceeding in a south-westerly direction along the Witton-road to its junction with Bevington-road, thence along the Bevington-road to its junction with Trinity-road, thence proceeding in an easterly direction along the Trinity-road, and terminating by a junction with Tramway No. 8 at its commencement above described; Tramway No. 10 will be a single line.

A Tramway (No. 11) commencing by a junction with Tramway No. 7 at the junction of Vicarage-road with Church-lane, thence proceeding in a westerly direction along Queen's-road and terminating by a junction with Tramway No. 8 at the junction of Queen's-road with Park-road.

Which said intended tramways and works will pass or be made from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say):—

The parishes of Birmingham and Aston juxta Birmingham, all in the county of Warwick.

The said tramways will be constructed on the gauge of four feet six inches from outside to outside of rails.

It is proposed to lay such portions of the intended tramways as are hereinafter specified so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on the roads or streets hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 1, in Dale-end, on the south-east side thereof, between a point situate forty-five yards and a point situate one hundred and fifty-six yards, both distances measured in a north-easterly direction, from the south-east corner of the street called "the Lower Priory," and also in Dale-end, on the south-east side between a point situate twenty yards and a point situate eighty-five yards, both distances measured in a north-easterly direction, from the south-east corner of John-street.

Tramway No. 2, in Stafford-street, on the west side thereof, between a point situate seven yards and a point situate ninety yards, both distances measured in a northerly direction, from the south-west corner of Tanter-street.

Tramway No. 3, in Aston-street, on the north-west side thereof, between a point situate fifty-four yards and a point situate one hundred and thirteen yards, both distances measured in a north-easterly direction, from the south-east corner of Lancaster-street. Also in Aston-road on both sides thereof between a point situate thirty-three yards and a point situate sixty-six yards, both distances measured in a northerly direction from the north-east corner of Bagot-street. Also in Aston-road on both sides thereof between a point situate seventeen yards and a point situate sixty yards, both distances measured in a north-easterly direction, from the north corner of Aston Brook-street at its junction with Aston-road.

Tramway No. 4 in Coleshill-street, on the south-east side thereof, between a point situate twenty-four yards and a point situate eighty yards, both distances measured in a north-easterly direction, from the south-east corner of Stafford-street. In Woodcock-street, on the south-west side thereof, between a point situate seventy yards and a point situate ninety-eight yards, both distances measured in a north-westerly direction, from the north-west corner of Heneage-street;

Tramway No. 7, in Church-lane, on the east side thereof, between a point situate twenty-two yards and a point situate forty-four yards, both distances measured in a southerly direction, from the north-east corner of Church-road. Also in Church-lane, on both sides thereof, from the north-east corner of Sycamore-road, and extending in a north-westerly direction for a distance of one hundred and fifty yards;

Tramway No. 9, in Witton-lane, on the north east side thereof, from its junction with Trinity-road, and extending in a north-westerly direction for a distance of four hundred and sixty yards;

Note.—This portion of Witton-lane is in course of being widened, and, when completed, will be of sufficient width for a single line of Tramway, so that a less distance than nine feet six inches will not intervene between the outside of the foot-path on either side of the road and the nearest rail of the tramway;

Tramway No. 10, in Witton-lane, on the south-west side thereof, from the north-west corner of Park-road, and extending in a north-westerly direction for a distance of sixty yards;

Tramway No. 11, in Queen's-road, on both sides thereof, from the north-west corner of Vicarage-road, and extending in a westerly direction for a distance of one hundred and five yards.

To authorise and empower the Promoters from time to time to enter upon and open and break up the surface of, and to alter and to stop up, remove and otherwise interfere with, streets, turnpike roads, lanes, highways, public roads, ways, footpaths, rivers, canals, streams, water-courses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires and apparatus, within all or any of the parishes, extra-parochial and other places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the intended Order;

To enable the Promoters for all or any of the purposes of the proposed tramways and works, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings and other conveniences on any such lands;

To enable the Promoters to demand, take and recover, all tolls, rates and charges for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates or duties:

To make provision as to the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, plates, sleepers, or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any of the respective streets, roads, or places, upon or along which any of the proposed tramways, rails, plates, sleepers, or works may be laid:

To provide for and regulate the user by the Promoters for the purposes of the intended Order 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:

To reserve to the promoters the exclusive right of using on the proposed tramways and works, carriages with flange wheels, or other wheels specially or particularly adapted to run on an edged rail or on a grooved or a grooveless rail:

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways:

To prohibit, except by agreement with the Promoters, or upon terms to be prescribed by the intended Order, the use of the proposed tramways and works by persons or corporations other than the Promoters with carriages with flange wheels or other wheels specially or particularly adapted to run on an edged rail or on a grooved or grooveless rail, and to authorise and give effect to agreements between the Promoters and any other persons or corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations:

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

To empower the Promoters from time to time to make such crossings and passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the proposed tramways, or any of

them, or for providing access to any stables or carriage sheds or other works of the Promoters:

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

To enable the Promoters and the Corporation of Birmingham and the Local Board of Aston, or other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, deviating, working, and using the proposed tramways, or any of them, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power:

To confer on the Corporation of Birmingham all necessary powers for the construction and maintenance of so much of the said tramways as will be situated within the borough of Birmingham, or some parts thereof:

To sanction, confirm and give effect to any contracts or agreements made or to be hereafter made for any of the purposes in this Notice above-mentioned:

And the intended Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges:

A copy of this Notice, as published in the "London Gazette," with a plan and section of the said intended tramways, will, on or before the twenty-ninth day of November, one thousand eight hundred and seventy-nine, be deposited for public inspection in the office of the Clerk of the Parliaments; in the Private Bill Office of the House of Commons: in the office of the Clerk of the Peace for the county of Warwick at his office at Leamington, and in the office of the Board of Trade, Whitehall, London, and a copy of so much of the said plan and section and Book of Reference as relates to each of the said parishes will be deposited for public inspection with the Parish Clerk of each such parish at his residence, and with the clerk to the Local Board of Aston, and with the Town Clerk of Birmingham, at their respective offices:

On or before the twenty-third day of December next printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade, Whitehall, London, and on and after that date will be furnished by the Solicitors and Parliamentary Agents for the promoters at their offices respectively, as under, to all persons applying for the same, at the price of one shilling each.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by a letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office in Whitehall,

No. 24787.

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London, on or before the 1st day of January next ensuing, and at the same time delivering a copy of such objections at the offices of Messieurs Mathews and Smith, 29, Waterloo-street, Birmingham: and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents:

When the Provisional Order has been granted by the Board of Trade, such Order will be advertised in the same paper as this Notice, and printed copies thereof will be deposited for public inspection in the office of the Clerk of the Peace for the county of Warwick at his office at Leamington, and copies thereof will be supplied to all persons applying at the offices of the undersigned on the terms before named.

Dated this 12th day of November, 1879.

Mathews and Smith, 29, Waterloo-street, Birmingham, Solicitors.

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

Board of Trade.—Session 1880.

East Blatchington and Seaford Waterworks.
(Provisional Order.)

(Water Works: Supply to East Blatchington, Bishopstone, and Seaford, in the county of Sussex; Levying of Water Rates.)

APPPLICATION will be made to the Board of Trade for a Provisional Order under "The Gas and Water Works Facilities Act, 1870," to be confirmed in the ensuing Session, for the following objects, namely:

1. To empower the undertaker, or undertakers, to be specified in the intended Order, to make and maintain the following works, in the county of Sussex:

A well, pumping station, and reservoir near Bullock Hill Barn, in the parish of East Blatchington, in the county of Sussex, on down land belonging to and occupied by Robert Lambe.

A conduit or line of pipes in the same parish, commencing at the south end of the said intended pumping station, and terminating in the road from East Blatchington to Seaford, at a point about five chains north of the churchyard at East Blatchington.

Together with tanks, pipes, and other works and conveniences.

2. To confer upon the undertaker or undertakers all necessary powers for the purposes aforesaid, to hold land and easements, to supply water within the parishes of East Blatchington, Bishopstone, and the town and parish of Seaford, to levy rates and charges in respect thereof, and to lay pipes under, and to cross, break up, and alter roads, streets, streams, sewers, and pipes.
3. To authorise agreements as to the supply of water between the undertaker or undertakers and any Rural Sanitary Authority or other public body.

The Order will incorporate, with or without variation, the requisite provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847 and 1863," and will vary and extinguish all rights and privileges which would interfere with any of its objects, and confer other rights and privileges.

A copy of this advertisement, and also a plan and section of the proposed works, will, on or before the 29th day of November instant, be deposited with the Clerk of the Peace for the

county of Sussex, at his Office at Lewes, and also at the Office of the Board of Trade, Whitehall, London.

Printed copies of the Draft Provisional Order can on and after the 23rd day of December next be obtained at the Offices of the undersigned, on payment of one shilling for each copy. All persons desirous of making to the said Board of Trade any representation, or of bringing before that Board any objection, respecting the application for the said Order, may do so by letter addressed to the Assistant Secretary of the Railway Department of the said Board on or before the 1st day of January next, and copies of such objections must at the same time be also sent to the undersigned.

After the Board of Trade have settled the said Provisional Order printed copies thereof can be obtained at the Offices of the undersigned at a charge of one shilling for each copy.

Dated this 28th day of November, 1879.

Edward Hillman, Lewes, Solicitor.

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

Parliamentary Agents.

In Parliament.—Session 1880.

Edinburgh Suburban and Southside Junction Railway.

(Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands, Houses, &c.; Tolls and Charges, and Alteration of Tolls and Charges; Working and other Arrangements with the North British Railway Company; Incorporation of Acts, Amendment of Acts, and other Purposes.)

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

To incorporate a Company (hereinafter referred to as "the Company"), and to enable them to make and maintain the railways and works hereinafter described, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, viaducts, bridges, roads, communications, sidings, and other works and conveniences connected therewith respectively (that is to say):

1. A railway (No. 1), commencing in the parish of St. Cuthbert's by a junction with the North British Railway (Edinburgh and Glasgow Section) at a point on that section of railway at or near the bridge carrying the Granton and Leith Branch of the Caledonian Railway over the said section of the North British Railway, thence passing through or near to Morningside, Grange, and Newington, and terminating in the parish of Duddingston by a junction with the North British Railway at a point on that railway 200 yards, or thereabouts, measuring south-eastwards along said railway from the west corner of the westmost booking office of the Portobello Station of said North British Railway, and which proposed railway will be situate in, or will pass from, in, through, or into the parishes of St. Cuthbert's, Liberton, and Duddingston, and the quoad sacra parishes of Morningside, Grange, Mayfield, and Portobello, and the Royal Burgh of Edinburgh, or some or one of them.
2. A Railway (No. 2), to be wholly situate in the parish of St. Cuthbert's, commencing

by a junction with the North British Railway (Edinburgh and Glasgow Section) at a point on that section of railway measuring along said railway 150 yards, or thereabouts, west of the west end of the bridge carrying said section of railway over the Water of Leith, and terminating by a junction with the proposed Railway No. 1, at a point 185 yards, or thereabouts, north-east of the north-east corner of Gorgie Public School, and 150 yards, or thereabouts, north-west of the north-east corner of Stewart and Co.'s Leather Boot and Shoe Warehouse, Gorgie-road.

3. A Railway (No. 3), to be wholly situate in the parish of Duddingston, commencing in a field on the farm of Duddingston Mains, in the occupation of James Hope, by a junction with the proposed Railway No. 1, at a point 385 yards, or thereabouts, measuring in a south-westerly direction from the west corner of the southmost abutment of the bridge carrying the public road from Portobello by Duddingston Mains Farm Steading to and joining the public road from Duddingston to Easter Duddingston over the North British Railway, and 385 yards, or thereabouts, measuring north-westwards from the north-west corner of the Farm Steading of Duddingston Mains, and terminating by a junction with the said North British Railway at a point on that railway at or near to the said bridge over said railway.

All which intended railways will be situate in the county of Edinburgh, and in the county of the city of Edinburgh, or one of them.

To empower the Company to cross, divert, alter, and 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 telegraphic apparatus, in the parishes and places hereinbefore mentioned, so far as may be necessary in constructing, maintaining, or using the said intended railways and works, or for other the purposes of the Bill, and to deviate laterally from the lines of railway, and vertically from the levels of the said lines as shown upon the plans and sections hereinafter mentioned to any extent to be authorised by the Bill.

To empower the Company to enter upon, purchase, take, and use, temporarily or permanently, by compulsion or otherwise, and to hold all such lands, houses, and other property in the parishes and places aforesaid as may be necessary or convenient for the purposes of the said intended railways, works, and undertaking, and of the Bill, as also to acquire rights of easement or servitude and other rights on, over, or under lands, houses, and other property, and to vary and extinguish all rights and privileges connected with the lands, houses, and property so to be taken which would interfere with or prevent the carrying into execution of any of the purposes of the said Bill, and to confer, vary, or extinguish other rights and privileges.

To vary or alter the provisions of The Lands Clauses Consolidation (Scotland) Act, 1845, as incorporated with the Bill, and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the Bill, and also the provisions with respect to superfluous lands, and the provisions of The Railways Clauses Consoli-

dation (Scotland) Act, 1845, with respect to the limits of lateral and vertical deviation and otherwise.

To empower the Company to take, levy, and recover tolls, rates, and charges upon, for, and in respect of the use of the proposed railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon; to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To 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 and management, construction, and maintenance of the said intended railways and works, and of the railways, stations, and works of the North British Railway Company, or some of them, or some part or parts thereof respectively, including the making and maintaining of connections between any of the proposed railways and the railways of the North British Railway Company wherever expedient or necessary, the supply of working and 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 undertakings of the Company and of the North British Railway Company respectively, and for and with respect to the fixing of the tolls, rates, and charges to be demanded and taken and recovered in respect of such traffic, and the division, appropriation, and apportionment of the revenue arising from such traffic or other the profits of the respective undertakings of the respective Companies, the payment of any fixed or contingent rent, and the appointment of joint Committees for the carrying into effect any such agreements, to enable the North British Railway Company to work and use the railways and works of the Company, and to receive and levy rates and tolls in respect thereof, and to confirm and give effect to any agreement or agreements already made, or which previously to the passing of the Bill may be made, touching any of the matters foregoing.

The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would any way interfere with any of its objects, and will confer other rights and privileges; and it will incorporate with itself the necessary provisions of

The Companies Clauses Consolidation (Scotland) Act, 1845;

The Companies Clauses Act, 1863;

The Companies Clauses Act, 1869;

The Lands Clauses Consolidation (Scotland) Act, 1845;

The Lands Clauses Consolidation Acts Amendment Act, 1860;

The Railways Clauses Consolidation (Scotland) Act, 1845;

The Railways Clauses Act, 1863;

The Railway Companies (Scotland) Act, 1867; and

The Regulation of Railways Act, 1868.

And it is proposed by the Bill to repeal, alter, amend, or enlarge the provisions, or some of them, of all or some of the several local and personal Acts following (that is to say):—The North British, Edinburgh, Perth, and Dundee,

and West of Fife Railways Amalgamation Act, 1862; and the several other Acts following relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held 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 III; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the IV; the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, 6th and 7th, and 7th years of the reign of King William IV; 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, the 38th and 39th, the 39th and 40th, the 40th and 41st, the 41st and 42nd, and the 42nd and 43rd of the reign of Her present Majesty; The Caledonian Railway Act, 1845; and the several Acts relating to the Caledonian Railway Company, and the undertakings belonging to, amalgamated with, held on lease or worked by them; and The Caledonian and North British Railway Companies Act, 1874.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railways and works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also an ordnance map, or published map, with the lines of the said railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the Edinburgh Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the principal Sheriff Clerk of the county of Edinburgh, and with the principal Sheriff Clerk of the county of the city of Edinburgh, at their respective offices in Edinburgh; and on or before the same date a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes of St. Cuthbert's, Liberton, and Duddingston, and the Royal Burgh of Edinburgh, and also a copy of this notice, will be deposited for public inspection with the Session Clerk of each of such parishes at the usual place of abode of such Session Clerk, and with the Town Clerk of the Royal Burgh of Edinburgh at his office in Edinburgh.

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

Dated this 14th day of November, 1879.

Millar, Robson, and Innes, 8, Bank-street, Edinburgh; Solicitors for the Bill.

William Robertson, 45, Parliament-street, Westminster, Parliamentary Agent.

Board of Trade—Session 1880.

Withington Local Board Tramways.
(Power to Withington Local Board to Construct Tramways within the district to be worked by animal, steam, or mechanical power; Breaking up of Streets; Levying Tolls, Rates, and Charges; Borrowing Moneys; Amendment and Incorporation of Acts; and other purposes.)

NOTICE is hereby given that the Local Board for the district of Withington in the county of Lancaster (hereinafter called "the Local Board") intend to apply to the Board of Trade for a Provisional Order to be confirmed by Parliament in the ensuing Session for the following among other purposes (that is to say):—

To enable the Local Board to make, lay down, form, and maintain a system of Tramways as shown on the plans and sections to be deposited for the purpose of the proposed Provisional Order, consisting partly of single and partly of double lines, comprising a Tramway 2 miles 0 furlongs 4·85 chains in length, commencing in the township of Withington, parish of Manchester, and county of Lancaster, by a junction with the Tramways of the Rusholme Local Board in the Manchester and Wilmslow turnpike road (hereinafter called "the Wilmslow-road") at the termination of those Tramways in that road at the boundary of the townships of Rusholme and Withington, and passing along the Wilmslow-road, and terminating near the junction of Stanne-lane, or Spring-hill, with the Wilmslow-road, in front of the Didsbury Hotel, in the township of Didsbury, and parish and county aforesaid, and which will be laid throughout its whole length for 2 miles 0 furlongs 4·85 chains in the said Wilmslow-road, with a siding in the said road 1·227 chains, near the Cock Inn, in the township of Didsbury, and parish and county aforesaid, and with a branch Tramway 2·86 chains, in the said road, commencing opposite the north-east corner of Cooper-street, in Wilmslow-road, and terminating at the junction of that road with the Palatine-road, and another Branch Tramway, 7 furlongs 8·72 chains in length, laid along the Palatine-road for the whole of such length of 7 furlongs and 8·72 chains, commencing at the junction of that road with the Wilmslow-road, and terminating at the junction of the Palatine-road with Barlow Moor-road, all in the township of Withington, and parish and county aforesaid, and with a Tramway 5·76 chains in length, forming a cross connection between the two first-mentioned Tramways through Marriott-street, in the township of Withington, and lying for 4·5638 chains in that street, and 6212 and 575 chains in Wilmslow-road and Palatine-road respectively, and another Branch Tramway 1 furlong 2·53 chains in length, commencing at the junction of Palatine-road and Lapwing-lane, in the township of Didsbury, lying for 77 chains in Palatine-road, and passing down Lapwing-lane 1 furlong 1·76 chains, to a point in that lane, opposite the Withington Station of the Manchester South District Railway, now belonging or reputed to belong to the Midland Railway Company, and consisting of the several single and double pieces of Tramway, hereinafter more particularly described, with all necessary and proper rails, plates, sleepers, junctions, turntables, turnouts, crossings, and passing places, stables, carriage houses, sheds, buildings, works and conveniences connected therewith respectively (that is to say):—

Tramway No. 1. A double line 2 furlongs 5·54 chains in length, commencing at the boundary of the district of the Rusholme Local Board of Health, in Wilmslow-road, in the township, parish and county aforesaid, by a junction with the tramways terminating there, of the Rusholme Local Board of Health, and passing

thence along the said road in a south-westerly direction through the township of Withington, and terminating by a junction with Tramway No. 2, at a point in that road opposite the Wesleyan Chapel at Withington.

Tramway No. 2. A single line 5·18 chains in length, commencing in Wilmslow-road at the termination of Tramway No. 1, at the point aforesaid, passing thence along Wilmslow-road in the township of Withington in a southerly direction, and terminating in that road by a junction with Tramway No. 3 at a point 909 chain south of the point in that road where it is intersected by a line drawn along the centre of the road called Egerton-crescent.

Tramway No. 3. A double line 5 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 2 at its termination in that road, and passing thence along Wilmslow-road in the township of Withington in a southerly direction, and terminating by a junction with Tramway No. 4 at a point in Wilmslow-road 1·36 chains south of the point in that road where it is intersected by a line drawn along the centre of the road called Parsonage-road.

Tramway No. 4. A single line 1 furlong 7·6 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 3 at its termination in that road, and passing thence along Wilmslow-road in the township of Withington in a southerly direction, and terminating by a junction in Wilmslow-road with Tramway No. 5 at a point in that road opposite the principal entrance-gate of Groombridge House.

Tramway No. 5. A double line, being a passing place 1·81 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 4 at its termination in that road, and passing thence along Wilmslow-road in the township of Withington in a southerly direction, and terminating by a junction in Wilmslow-road with Tramway No. 6 at a point in the said road distant 1·045 chains or thereabouts in a southerly direction from the south-west corner of Cotton-lane.

Tramway No. 6. A single line 8·21 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 5 at its termination in that road, passing thence along Wilmslow-road in the township of Withington in a southerly direction, and terminating by a junction in Wilmslow-road with Tramway No. 7 at a point in the said road 72 chains or thereabouts in a northerly direction from the north-east corner of Oak-road.

Tramway No. 7. A double line, being a passing place 2 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 6 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the township of Withington, and terminating by a junction in Wilmslow-road with Tramway No. 8 at a point in the said road 72 chains or thereabouts in a southerly direction from the south-east corner of Oak-road.

Tramway No. 8. A single line 1 furlong 5·68 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 7 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the township of Withington, and terminating in Wilmslow-road by a junction in Wilmslow-road with Tramway No. 9 at a point in the said road distant 6·81 chains or

- thereabouts in a northerly direction from the boundary line between the townships of Withington and Didsbury at Ball Bridge.
- Tramway No. 9.** A double line, being a passing place 2 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 8 at its termination in that road, and passing thence along Wilmslow-road in the township of Withington in a southerly direction, and terminating by a junction in Wilmslow-road with Tramway No. 10 at a point in the said road distant 4·81 chains or thereabouts in a northerly direction from the boundary line between the townships of Withington and Didsbury at Ball Bridge.
- Tramway No. 10.** A single line 1 furlong 5 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 9 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the townships of Withington and Didsbury, and terminating by a junction in Wilmslow-road with Tramway No. 11 in the said road, at a point opposite the south-west corner of Fog-lane.
- Tramway No. 11.** A double line, being a passing place 2 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 10 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the township of Didsbury and terminating by a junction in Wilmslow-road with Tramway No. 12, at a point in the said road distant 2 chains or thereabouts in a southerly direction from the south-west corner of Fog-lane.
- Tramway No. 12.** A single line 1 furlong 4·41 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 11 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the township of Didsbury, and terminating by a junction in Wilmslow-road with Tramway No. 13 at a point in the said road 1·045 chains or thereabouts distant in a northerly direction from the centre of the bridge carrying that road over the Manchester South District Railway.
- Tramway No. 13.** A double line, being a passing place 2 chains in length commencing in Wilmslow-road by a junction with Tramway No. 12 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the township of Didsbury, and terminating by a junction in Wilmslow-road with Tramway No. 14 at a point in the said road distant ·954 chains or thereabouts in a southerly direction from the centre of the said bridge over the Manchester South District Railway.
- Tramway No. 14.** A single line, 6·74 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 13 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the township of Didsbury, and terminating by a junction in Wilmslow-road with Tramway No. 15 at a point in the said road distant ·5 chains or thereabouts in a northerly direction from the north-east corner of Barlow Moor-road.
- Tramway No. 15.** A double line, being a passing place 2 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 14 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the township of Didsbury, and terminating by a junction in Wilmslow-road with Tramway No. 16 at a point in the said road distant ·45 chains or thereabouts in a southerly direction from the south-east corner of Barlow Moor-road.
- Tramway No. 16.** A single line, 1 furlong 5·21 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 15 at its termination in that road, and passing thence along Wilmslow-road in a southerly direction in the township of Didsbury, and terminating by a junction in Wilmslow-road with Tramway No. 17 at a point in the said road 1·045 chains or thereabouts north of the point in that road where it is intersected by a line drawn along the centre of the road called Ford-lane.
- Tramway No. 17.** A double line, being a passing place, 2 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 16 at its termination in that road, and passing thence along Wilmslow-road in the township of Didsbury in a southerly direction, and terminating by a junction in Wilmslow-road with Tramway No. 18, at a point in the said road ·954 chains or thereabouts south of the point in that road where it is intersected by a line drawn along the centre of the road called Ford-lane.
- Tramway No. 18.** A single line 1 furlong 9·47 chains in length, commencing in Wilmslow-road, by a junction with Tramway No. 17 at its termination in that road and passing thence along Wilmslow-road, in the township of Didsbury in a southerly direction, and terminating by a junction in Wilmslow-road with Tramway No. 19, at a point in the said road distant 2·045 chains or thereabouts, measured in a northerly direction from the principal entrance of the Cock Inn in Didsbury.
- Tramway No. 19.** A double line 3 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 18 at its termination in that road, and passing thence along Wilmslow-road, in the township of Didsbury in a south-easterly direction, and terminating in Wilmslow-road to the northward of, and opposite the principal entrance to the Didsbury Hotel.
- Tramway No. 20.** A double line 1·22 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 19, at a point ·409 chains or thereabouts from its commencement, and passing thence along Wilmslow-road, in the township of Didsbury, in a southerly direction, and terminating at a point in the said road distant ·5 chains or thereabouts, measured in a northerly direction from the principal entrance of the Cock Inn in Didsbury.
- Tramway No. 21.** A double line, 2·86 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 3, at a point opposite, and in a line with the north-western corner of Cooper-street, and passing thence along Wilmslow-road and Palatine-road in the township of Withington, in a south-westerly direction, and terminating by a junction in Palatine-road with Tramway No. 22, at a point opposite the south-east corner of Burton-road.
- Tramway No. 22.** A single line 1 furlong ·73 chains in length, commencing in Palatine-road by a junction with Tramway No. 21, at its termination in that road, and passing thence along Palatine-road in the township of Withington, in a south-westerly direction, and terminating by a junction in Palatine-road with Tramway No. 23 at a point in the said road ·63 chains or thereabouts, north-east of the north-west corner of Tatton-grove.

Tramway No. 23. A double line, being a passing place 1·81 chains in length, commencing in Palatine-road by a junction with Tramway No. 22, at its termination in that road, and passing thence along Palatine-road in the township of Withington, in a south-westerly direction, and terminating by a junction in Palatine-road with Tramway No. 24, at a point in the said road 681 chains or thereabouts, south-west of the south-west corner of Tatton-grove.

Tramway No. 24. A single line 2 furlongs 1·36 chains in length, commencing in Palatine-road by a junction with Tramway No. 23 at its termination in that road, and passing thence along Palatine-road, in the township of Withington in a south-westerly direction, and terminating by a junction in Palatine-road with Tramway No. 25, at a point in the said road 5909 chains or thereabouts, north of the north-west corner of Circular-road.

Tramway No. 25. A double line, being a passing place 1·81 chains in length, commencing in Palatine-road by a junction with Tramway No. 24 at its termination in that road, and passing thence along Palatine-road in the township of Withington, in a south-westerly direction, and terminating by a junction in Palatine-road with Tramway No. 26 at a point 1318 chains or thereabouts south-west of the north-west corner of Circular-road.

Tramway No. 26. A single line, 2 furlongs 8·93 chains in length, commencing in Palatine-road by a junction with Tramway No. 25 at its termination in that road, and passing thence along Palatine-road in the township of Withington, in a south-westerly direction, and terminating by a junction in Palatine-road with Tramway No. 27, at a point 1 furlong 4·09 chains north-east of the junction of Palatine-road with Barlow Moor-road.

Tramway No. 27. A double line, being a passing place 1·81 chains in length, commencing in Palatine-road by a junction with Tramway No. 26 at its termination in that road, and passing thence along Palatine-road in the township of Withington in a south-westerly direction, and terminating in Palatine-road, at a point 1 furlong 2·27 chains or thereabouts north-east of the junction of Palatine-road and Barlow Moor-road.

Tramway No. 28. A single line 1 furlong 2·27 chains in length, commencing in Palatine-road by a junction with Tramway No. 27 at its termination in that road, and passing thence along Palatine-road in the township of Withington in a south-westerly direction, and terminating in Palatine-road aforesaid, at its junction with Barlow Moor-road on the north-east side of that road.

Tramway No. 29. A double line, being a passing place 1·227 chains in length, commencing in Palatine-road by a junction with Tramway No. 26, at a point 1 furlong 2·52 chains from its commencement, and passing thence in a curved line across Palatine-road and along Lapwing-lane in the townships of Withington and Didsbury in a westerly direction, and terminating by a junction in Lapwing-lane with Tramway No. 30, at a point 45 chains or thereabouts north-west of the north-westerly corner of Palatine-road at its junction with Palatine-road.

Tramway No. 30. A single line 9·5 chains in length, commencing in Lapwing-lane by a junction with Tramway No. 29 at its termination in that lane, and passing thence along Lapwing-lane in the townships of Withington and Didsbury in a north-westerly direction,

and terminating at a point in Lapwing-lane 1·909 chains or thereabouts north-west of the northern corner of Lansdowne-road, at its junction with Lapwing-lane.

Tramway No. 31. A double line, 1·81 chains in length, commencing in Lapwing-lane by a junction with Tramway No. 30 at its termination in that lane, and passing thence along Lapwing-lane in the townships of Withington and Didsbury in a north-westerly direction, and terminating at a point in Lapwing-lane 725 chains or thereabouts south-east of the north-eastern corner of Clyde-road, at its junction with Lapwing-lane.

Tramway No. 32. A single line 3·55 chains in length, commencing in Wilmslow-road by a junction with Tramway No. 4, at a point in that road in a line with the northern side of Marriott-street at its junction with Wilmslow-road, and passing thence along Marriott-street in the township of Withington in a north-westerly direction, and terminating at a point in the centre of Marriott-street 1·772 yards or thereabouts south-east of the centre line of Palatine-road.

Tramway No. 33. A double line, being a passing place 1·67 chains in length, commencing in Marriott-street by a junction with tramway No. 32, at its termination, and passing thence along Marriott-street, in the township of Withington, in a north-westerly direction, and terminating by a junction in Marriott-street with Tramway No. 34 at a point 0·09 chains or thereabouts south-east of the corner between Marriott-street and the eastern side of Palatine-road.

Tramway No. 34. A single line, 54 chains in length, commencing in Marriott-street by a junction with Tramway No. 33, at its termination, and passing thence in a curved line along Marriott-street and Palatine-road, in the township of Withington, in a northerly direction, and terminating by a junction in Palatine-road with Tramway No. 22 at a point 5·7 chains or thereabouts from the commencement of Tramway No. 22.

The said tramways will be wholly situate in the county of Lancaster, and will pass through or into the townships of Withington and Didsbury, in the parish of Manchester.

Each of the tramways will consist of rails of a gauge of 4 feet 8½ inches, and it is not intended to run thereon any carriages or trucks adapted for use on railways.

At the following place it is proposed to lay down the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the sides of the street or road hereinafter mentioned and the nearest rail of the tramways (that is to say)—

1. In Marriott-street on the north-easterly side commencing at a point 7 yards distant in an easterly direction from the north-western corner of Marriott-street, and extending a distance of 27 yards or thereabouts along Marriott-street in an easterly direction.

To empower the Local Board to make from time to time such crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein as may be necessary or convenient to the efficient working of the said tramways or any of them, or for affording access to the stables, carriage-houses, buildings, sheds, and works of the Local Board.

To empower the Local Board from time to time when by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramways shall be laid

it is necessary or expedient so to do, to alter, remove, or discontinue all or any part of such tramway, and to make and lay down temporarily in the same or any adjacent street, road, highway, or thoroughfare, a substituted tramway or substituted tramways.

To reserve to the Local Board and their lessees the exclusive right of using any tramways to be constructed or maintained under the powers of the intended Order, carriages drawn or propelled by animal, steam, or other power, or having wheels adapted to run on or in an edged, grooved, or other rail, on such tramways.

To provide for the repair by the Local Board, their lessees, or other persons, bodies, or authorities of any streets, roads, highways, or thoroughfares in which any tramway may for the time being be laid, and for the use or disposition of any materials or things found in the construction or repair of any of the said tramways.

To authorise the Local Board and their lessees, or other the person or persons working the said tramways, to levy tolls, rates, and charges for the use of the said tramways by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

To authorise the Local Board and any Corporation or other Local Authority, person, company, or body, from time to time to enter into and carry into effect contracts and agreements for and in relation to the working lease, sale, and purchase of the whole or any part of the said tramways, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Order may define, and to confirm any such contracts and agreements which may have been or may be entered into prior to the grant or confirmation of the intended Order.

To empower the Local Board for all or any of the purposes of the Order, to stop up, break up, alter, remove, and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, water-courses, footways, sewers, drains, gas and water mains, pipes, tubes, telegraph or other electric wires, and other apparatus.

To enable the Local Board for any of the purposes of the undertaking, to purchase or otherwise acquire, by agreement, and to take on lease, lands, and hereditaments and easements thereover, and to erect offices, buildings, stables, sheds, and other conveniences thereon.

To empower the Local Board to apply to the purposes of the Order the district fund and general district rate, or either of them, and any other rates and revenues which they are empowered to levy and over which they have control, and any moneys they are now authorised to borrow, and to borrow further moneys by debentures, mortgage, debenture stock or annuities, and to charge such moneys on all or any of the before mentioned fund, rates, and revenues.

The said Provisional Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

The Provisional Order will or may incorporate with itself, and with or without alterations, all or some of the provisions of "The Tramways Act, 1870," and "The Local Loans Act, 1875," and enable the Local Board (in addition to the powers herein specifically mentioned) to exercise all or any of the powers by the Tramways Act, 1870, conferred on the persons therein referred to as promoters, and will or may authorise the use on

the said tramways or on any part or parts thereof, of carriages and engines propelled by steam or mechanical power, and will or may so far as may be necessary, alter, amend, extend, and repeal the necessary provisions of "The Manchester and Wilmslow Turnpike Roads Act, 1861," "The Locomotives Act, 1861," and "The Locomotives Act, 1865," "The Public Health Act, 1875," "The Highways and Locomotives Amendment Act, 1878," and of any and every other Act which will interfere with its objects.

And notice is hereby further given, that duplicate plans and sections of the tramways and works proposed to be constructed under the powers of the proposed Order, and a copy of this notice as published in the London Gazette, will be deposited for public inspection on or before the 29th day of November, 1879, 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 the said plans and sections and of this notice will be deposited with the parish clerk of the parish of Manchester, at his office in Manchester aforesaid, with the respective parish clerks of the respective parishes or districts of St. Paul's, Withington; St. Emmanuel, Barlow Moor; and St. James, Didsbury; at their respective offices; at the office of the Local Board at Barton House, 66, Deansgate, Manchester aforesaid, and the office of the Board of Trade, Whitehall.

The draft of the proposed Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1879, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable at the price of one shilling each, at the office of Messrs. Thorley and Hampson, No. 7, St. James's-square, Manchester, and at the office of Messrs. Lewin and Gregory, 23, King-street, Parliament-street, Westminster.

Every Company, Corporation, or person 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 1st day of January, 1880, and copies of such objections must at the same time be sent to the Local Board at the aforesaid offices, either of Messrs. Thorley and Hampson, or of Messrs. Lewin and Gregory. In forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of their objections has been sent to the Local Board, or to Messrs. Thorley and Hampson, or to Messrs. Lewin and Gregory aforesaid.

Dated this 14th day of November, 1879.

Thorley and Hampson, Solicitors, Manchester.

Lewin and Gregory, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

The Public Health Act, 1875.

Holywell Gas Works.

(Power to the Holywell Local Board to Erect and Maintain Gas Works; to Manufacture and Store Gas and Residual Products; to Levy Rates and Charges; and other Matters.)

NOTICE is hereby given, that the Holywell Local Board, being the Urban Sanitary Authority for the Local Board District of Holywell, in the county of Flint, in pursuance of "The Public Health Act, 1875," and "The Gas and Waterworks Facilities Act, 1870," and other Acts incorporated therewith, intend to apply to the Local Government Board for a Provisional Order to do all or some of the following works, that is to say:—

To erect gas works within the township of Greenfield, in the parish of Holywell, in the county of Flint, and the apparatus connected therewith, and to manufacture and store gas, and to convert or manufacture the products resulting from the manufacture of gas, upon some part or parts of the lands hereinafter described:—A piece of land known as "The Field above the Railway," situate in the township of Greenfield, in the parish of Holywell, in the county of Flint, and belonging to Mr. William Michell, bounded on the east by land belonging to Mr. Thomas Hughes, on the south by the Bagillt and Mostyn turnpike-road, on the west by the Holywell Railway, and on the north by the London and North Western Railway, and in the respective occupations of the Turnpike Road Commissioners, the London and North-Western Railway Company, and the Holywell Lime Company.

Also, all that piece or parcel of land situate in the township of Greenfield, in the parish of Holywell, in the county of Flint, now in the occupation of the Holywell Water Works Company, bounded on the north by the turnpike road leading from Holywell to Greenfield, on the south by the Holywell stream, on the east by land belonging to Sir Pyers Mostyn, and on the west by the premises called Blue Works, in the several occupations of the Turnpike Road Commissioners, the Holywell Waterworks Company, and Mr. Peter Browne.

Also, all that piece or parcel of land situate in the parish of Holywell, in the county of Flint, now in the occupation of Mr. John Moses, bounded on the north, south, and east by land belonging to Sir Pyers Mostyn, and on the west by land belonging to the Duke of Westminster.

To authorise the said Local Board to supply gas within any part of their district, and to levy rates and charges.

To authorise the said Local Board to purchase or take on lease or otherwise acquire and to hold all the rights, powers, and privileges, and all or any of the lands, premises, works, and other property of the British Gas Light Company, Limited, within the district of the said Local Board, and other lands for the general purposes of the undertaking other than the manufacture or storage of gas or residual products.

To enable the said Local Board to exercise all such powers, rights, and privileges as are necessary for and incidental to supplying gas, and to open and break up the soil and pavement of the several streets, roads, highways and other places for the supply of gas as aforesaid, within the township of Greenfield, and to remove, divert or alter, either temporarily or otherwise, any sewers, drains, pipes or other works under the said streets and places, so far as may be necessary to enable the said Local Board to lay down, maintain, alter, remove, and repair any mains, valves, syphons, service-pipes and other works therein for the purpose of such supply.

And notice is hereby further given, that on or before the 29th day of November instant, a copy of this notice as published in the London Gazette, and a map showing where the land is situated, upon which the said works are intended to be erected for the manufacture of gas and residual products, and other purposes of the undertaking, will be deposited at the office of the Local Government Board, Whitehall, London, and that copies of the said notices and map will be deposited for public inspection with the Clerk of the Peace for the county of Flint, at his office at Mold, and on and after the 23rd day of December next, printed copies of the draft Pro-

visional Order will be supplied to all persons applying for the same, at the offices of Mr. William Davies, Solicitor, Well-street, Holywell, and copies of the Provisional Order when granted by the Local Government Board, will be supplied at the same offices at the price of one shilling each.

Any Company, Corporation, or person desirous of making any representation to the Local Government Board, or of bringing before them any objections respecting this application, may do so by letter addressed to the Secretary of the Local Government Board, at the office aforesaid, on or before the 1st day of January next ensuing, at the same time sending a copy of such objections to Mr. William Davies, at the offices above-mentioned.

Dated this 13th day of November, 1879.

William Davies, Well-street, Holywell,
Solicitor for the said Local Board.

In Parliament.—Session 1880.

Hendon Local Board.

(Transfer of certain Duties of the Edgware Highway Board as regards maintenance and repair of a portion of the Kilburn-road to the Hendon Local Board, and powers to the Hendon Local Board with reference thereto, and to the expenses of same; provisions as to maintenance and repair of another portion of the said road by the Edgware Highway Board; apportionment to the Hendon Local Board of income from the Lyon's Estates and Harvist's Building Lands, Funds, and Stocks; special arrangements as to accounts of Lyon's Estates and Harvist's Building Lands and Trusts; payment of costs of sewerage, scavenging, paving, and channelling in advance; Amendment and Incorporation of Acts, and for other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Local Board for the Hendon Local Government District (hereinafter called "the Hendon Local Board") for leave to bring in a Bill for the following, or some of the following, among other purposes, that is to say:—

1. To relieve the Board of Waywardens of the Edgware Highway District (hereinafter called "the Edgware Highway Board") from any obligation imposed upon them by the metropolis ("Kilburn and Harrow") Roads Act, 1872," (hereinafter called "the Act of 1872"), or by "The Willesden Local Board Act, 1876," (hereinafter called "the Act of 1876"), with reference to the maintaining, repairing, lighting, watching, and watering of so much of the Kilburn-road as lies between a point or stone in the second section of the Act of 1876, mentioned as being 911 yards north of the fourth milestone from London, on the said road, and a point or stone 335 yards north of the seventh milestone from London, on the said road, or such other point on the said road as may be agreed upon between the said Edgware Highway Board and the said Hendon Local Board, and defined by the Bill, or of the footways on either side of the portion of road above defined, or with reference to the making of any such footways; and to empower and require the Hendon Local Board (as to the footways) to make where not already made, and (as to the road and footways) to maintain, repair, light, watch, and water the same.

2. To vest in the Hendon Local Board for the purposes of such making of footways and maintenance, repair, lighting, watching, and watering of roads and footways as aforesaid, all powers

exercised or exercisable by the Edgware Highway Board, under the Act of 1872, and the Act of 1876 respectively, with reference to such purposes, and to authorise and require the said Board for the same purposes to charge the general district fund and general district rates levied by them with the expenses of maintaining, repairing, lighting, watching, and watering the above defined portion of road and footways, and the expenses of making any such footways where not already made, and to pay all such expenses out of such rates.

3. To empower and require the Edgware Highway Board (as to the footways on the portion next hereinafter defined of the said Kilburn-road) to make, where not already made, and (as to the road and footways on the same portion) to maintain, repair, light, watch, and water so much of the Kilburn-road as lies between the said point or stone 335 yards north of the seventh milestone from London on the said road, or such other point on the said road as aforesaid, and the point where the parish of Hendon abuts on the parish of Edgware, at the centre of Edgware-bridge, or such other point on the said road as may be agreed upon between the said Edgware Highway Board and the said Hendon Local Board, and defined by the Bill, though part of such portion of road and the footways on the east side thereof be within the parish of Hendon.

4. To authorise and require the Edgware Highway Board out of the clear yearly income arising from Lyon's estates, Harvist's building lands, and the trust stock and lands, or other securities upon which the proceeds thereof are or may be invested, and which became vested in the Edgware Highway Board by virtue of the Act of 1872, to make over to the Hendon Local Board such proportion of the said clear yearly income as shall be applicable to the maintaining, repairing, watching, lighting, and watering of the portion of the Kilburn-road and footways above defined, and the making of such footways where not already made, and which maintaining, repairing, watching, lighting, and watering, and (in the case of footways) making are required to be done and performed by the Hendon Local Board, and to make provision for rendering accounts of the Lyon's estates and Harvist's building lands.

5. To make provisions for payment in advance (on estimate duly prepared) by owners and occupiers of lands and premises fronting, adjoining, or abutting upon any public street (not being a highway repairable by the inhabitants at large) of such sums as they shall be compellable and liable to pay towards sewerage, levelling, paving, metalling, flagging, or channelling such streets, or for making good or providing proper means for lighting such streets, including the costs of paving the ends or junctions with other streets or roads, and the points at the intersections of streets, and all other incidental costs and charges.

6. To confer upon the Hendon Local Board all such powers, rights, authorities, and privileges, as are, or may become, necessary or useful for carrying the powers of the intended Act 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 of any of the objects and purposes of the intended Act, and to confer other rights and privileges.

7. It is also proposed, so far as may be necessary or expedient for all or any of the purposes of the intended Act, to alter, amend, extend, and enlarge, and if need be to repeal, re-enact,

and incorporate, all or some of the powers and provisions of the several Acts of Parliament and Order following, or some of them—that is to say:

"The Metropolis Local Roads Acts, 1826 and 1829." "The Metropolis Road (Harvist's Estate) Act, 1855." An Act passed in the 4th and 5th years of the reign of her present Majesty, intituled "An Act to afford further Facilities for the Conveyance and Endowment of Sites for Schools." "The Metropolis (Kilburn and Harrow Roads) Act, 1872." "The Willesden Local Board Act, 1876." An Order of the Local Government Board, dated 21st March, 1879, whereby the parish of Hendon was constituted a Local Government district. "The Public Health Act, 1875." "The Metropolis Management Act, 1855." "The Metropolis Management Act, 1856." "The Metropolis Management Act, 1862;" and all other Acts (if any) relating to or regulating the powers of the Metropolitan Board of Works.

8. And Notice is hereby further given, that on or before the 21st day of December, 1879, printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1879.

Tilley and Soames, 10, Finsbury-place,
South, E.C., Solicitors for the Bill.
Hayes, Twisden, Parker, and Co., 60,
Russell-square, London, W.C., Parlia-
mentary Agents.

In the Board of Trade.—Session 1880.

Stockton-on-Tees and District Tramways.

(Construction of Tramways in and near to the Borough of Stockton; Powers to use Steam and other Mechanical and Animal Power, to Acquire Land by Agreement, to Open and Interfere with Roads, &c., and to Levy Tolls; Provisions for Regulating Traffic along Roads; Bye-laws; Agreements and Confirmation of Agreements with Local and Road Authorities; Incorporation of "The Tramways Act, 1870;" and other Provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, to be confirmed by Parliament in the ensuing session, to authorise the construction and maintenance of the tramways hereinafter described, or some or one of them, or some part or parts thereof, together with all necessary rails, plates, chairs, sleepers, works, and conveniences connected therewith, all in the county of Durham, that is to say:—

Tramway No. 1.—A tramway in the townships of Norton and Stockton, and parishes of Norton and Stockton-upon-Tees, commencing in the township, parish, and village of Norton, at a point in the public roadway 25 yards or thereabouts measured southward from the pillar letter-box opposite the Hambletonian Inn, passing thence in a southerly direction along the public highway known as Norton-road (crossing the bridge over Lustring otherwise Lustrum Beck, known as Norton Bridge, and passing under the bridge carrying the Stockton Clarence Branch of the North-Eastern Railway over that road), into and along High-street and Market-place (passing along the eastern side of the Town Hall and Shambles or Meat Market), and Bridge-road, Stockton, and terminating in Bridge-road aforesaid, opposite to the corner of Parliament-street and Whitehall-terrace, in the township of Stockton, and parish of Stockton-upon-Tees.

Tramway No. 1 will be laid as a single line

except in the following instances, where it will be laid as a double line:—

In Norton-road for a length of $1\frac{1}{2}$ chains from the commencement of the tramway; and

Between points respectively $13\frac{1}{4}$ chains, and $16\frac{1}{4}$ chains from its said commencement; and

Between points respectively $2\frac{1}{4}$ chains northward, and $1\frac{1}{2}$ chains southward, from the southern side of the White Swan Inn; and

Between points respectively 5 chains and 8 chains southward from Grange-terrace; and

Between points respectively $1\frac{1}{2}$ chains north and $1\frac{1}{2}$ chains south from the northern end of Prospect-terrace; and

For a length of 3 chains northward from Norton Bridge; and

For a length of 3 chains southward from Ware-street; and

Between points respectively 1 chain and 4 chains southward from Oxford-street.

In Norton-road and High-street (Stockton) between points respectively $3\frac{1}{4}$ chains and $5\frac{1}{2}$ chains southward from Queen-street.

In High-street, Stockton, for a length of $2\frac{1}{2}$ chains southward from Smith-street; and

In High-street (Market Place), for a length of 3 chains northward from Bishop-street; and for a length of $2\frac{1}{2}$ chains southward from the Town Hall;

In High-street for a length of 3 chains northward from Bridge-road.

In Bridge-road for a length of $1\frac{1}{2}$ chains northward from the termination of the tramway.

Tramway No. 2.—A tramway wholly in Bridge-road, in the township of Stockton, in the parish of Stockton-upon-Tees, commencing at the termination of Tramway No. 1, and passing thence along that road in a south-easterly direction (crossing the Quayside branch of the Stockton and Darlington section of the North-Eastern Railway), and terminating at a point 12 yards or thereabouts westward from the south wall of the western approach to Stockton Bridge.

Tramway No. 2 will be laid as a single line except in the following instances, where it will be laid as a double line, that is to say:—

For a length of $1\frac{1}{2}$ chains from its commencement; and

For a length of $1\frac{1}{2}$ chains from its termination.

Tramway No. 3.—A tramway wholly in the township of Stockton and parish of Stockton-upon-Tees, commencing in High-street, Stockton, by a junction with Tramway No. 1 at a point 43 yards or thereabouts northward from the corner of Yarm-lane and Bridge-road, and passing thence along High-street into and along Yarm-lane and Yarm-road, and terminating in Yarm-road at a point 192 yards or thereabouts southward from Cranbourne-terrace.

Tramway No. 3 will be laid as a single line except between the following points, where it will be laid as a double line, that is to say:—

In High-street and Yarm-lane for a length of $2\frac{1}{4}$ chains from the commencement of the tramway.

In Yarm-lane between points respectively $\frac{1}{2}$ a chain and $3\frac{1}{2}$ chains westward from Skinner-street.

In Yarm-lane and Yarm-road between points respectively $1\frac{1}{2}$ chains westward from Outram-street and $5\frac{1}{4}$ chains northward from Westbourne-street.

In Yarm-road between points respectively $1\frac{1}{2}$ chains northward and $1\frac{1}{2}$ chains southward from the south side of Grove-street; and

For a length of $1\frac{1}{2}$ chains from its termination.

Tramway No. 4.—A tramway wholly in the township of Stockton and parish of Stockton-

upon-Tees, commencing in High-street by a junction with Tramway No. 1 at a point opposite to the southern side of Smith-street, passing thence into and along High-street, Bishopton-lane, and the roadway leading from Bishopton-lane to the North Stockton Station of the North Eastern Railway Company, and terminating in the last-mentioned roadway at or near to the entrance gates to the yard of the said station.

Tramway No. 4 will be laid as a single line except in the following instances, where it will be laid as a double line, that is to say:

In Bishopton-lane between a point opposite to the south side of North-street and a point 33 yards eastward from John-street; and

For a distance of $2\frac{1}{2}$ chains westward from the eastern side of Leeds-street.

Tramway No. 5.—A tramway wholly in the township of Stockton and parish of Stockton-upon-Tees, commencing at the northern end of High-street by a junction with Tramway No. 1 at a point 30 yards or thereabouts southward from King-street, thence turning into Bishopton-lane, and terminating in Bishopton-lane by a junction with Tramway No. 4 at a point 22 yards or thereabouts north-westward from Smith-street.

Tramway No. 5 will be laid as a single line.

The following is a description of every place at which the proposed tramways will be so laid, that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance, and the nearest rail of the tramway.

Tramway No. 1.

In Norton-road on both sides between points respectively—

(1.) 27 yards northward and 58 yards southward from the southern side of the White Swan Inn.

(2.) 77 yards and 222 yards southward from Grange-terrace.

(3.) 20 yards northward and 20 yards southward from the northern end of Cambridge-terrace.

(4.) $1\frac{1}{2}$ chains northward and $1\frac{1}{2}$ chains southward from the northern end of Prospect-terrace; also

On both sides for a distance of 80 yards northward from the southern side of Norton Bridge.

In High-street (Market-place) on the western side of the roadway for the length of the Town Hall, and for the length of the Shambles or Meat Market.

Tramway No. 3.

In Yarm-road on both sides for a distance of $1\frac{1}{2}$ chains from the termination of the tramway.

Tramway No. 4.

In Bishopton-lane on both sides for a distance of $1\frac{1}{2}$ chains westward from a point opposite to the north side of North-street.

It is not intended to run on the tramways trucks or carriages adapted for use upon railways.

The proposed tramways are intended to be laid on a gauge of 4 feet $8\frac{1}{2}$ inches, or such narrower gauge as may be prescribed in the intended Order.

The proposed Provisional Order will incorporate with itself all or some of the provisions of part 2 and part 3 of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the persons or company to be named in the intended Order as

promoters (hereinafter referred to as "the Promoters") the powers, or some of the powers, following (that is to say):—

To empower the promoters to work and use the proposed tramways, or some of them, or any part thereof, with steam or other mechanical or motive power, or by animal power, or by all or any of those means.

To authorise the promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, public carriage and other roads, lanes, ways, highways, footpaths, pavements, watercourses, sewers, drains, waterpipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the intended Order.

To enable the promoters, for all or any of the purposes of their undertaking, to purchase or acquire by agreement, and to lease, and to take easements in and over lands, buildings, houses, and all other property, and to erect, hold, and maintain offices, engine and carriage sheds, workshops, buildings, and other conveniences on any such lands.

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, plates, chairs, sleepers, or works may be laid, and to exempt the promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of the whole or some portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the promoters for the purposes of the intended Order 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.

To reserve to the promoters the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved or other rail.

To prohibit, except by agreement with the promoters, or upon terms to be prescribed by the intended Order, the use of the proposed tramways by persons or corporations other than the promoters, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail, or on a grooved or other rail, and to authorise and give effect to agreements between the promoters and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or

any such traffic, and to enable the promoters and the respective street or road authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or any local road or other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the intended Order.

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

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

To enable the promoters and any local or road authority, district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To sanction, confirm, or give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes mentioned in this notice.

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

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, and also for public inspection with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, with the town clerk for the borough of Stockton, at his office at Stockton, and with the clerk to the Stockton Rural Sanitary Authority, at his office at Stockton aforesaid, and with the clerk to the Stockton and Hartlepool District Highway Board, at his office at Stockton aforesaid; and that a copy of so much of the said plans and sections as relates to the parishes of Norton and Stockton-upon-Tees respectively, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection with the respective parish clerks thereof, at their residences.

The draft of the proposed Provisional Order

will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the intended Order, when made, will be deposited at the offices of the undersigned, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the said intended application, may do so; on or before the 1st day of January, 1880, by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., and copies of their objections must at the same time be sent to Messrs. Durnford and Co., -38, Parliament-street, Westminster, S.W.

Dated this 19th day of November, 1879.

Mat. B. Dodds, Solicitor, Stockton-on-Tees.

Durnford and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1880.

Taff Vale, Great Western, and Merthyr Junction Railway.

(Incorporation of Company; Construction of Railway from the Taff Vale Railway to the Brecon and Merthyr Junction Railway, near the Cefn Coed Station on that Railway; Junctions with the Vale of Neath Section of the Great Western Railway and with the Hirwain Pond Railway; Working Arrangements with the Taff Vale Railway Company, the Great Western Railway Company, and the London and North Western Railway Company; Running Powers over Portions of the Railways of those Companies; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for effecting the purposes or some of the purposes following (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 some or one of them, or some part or parts thereof respectively, together with all necessary stations, sidings, approaches, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1) commencing in the parish of Ystrad-y-Fodwg, in the county of Glamorgan, by a junction or junctions with the Taff Vale Railway at or near a point thereon 5 chains west of the signal box for the branch railway of the Rhondda Merthyr Colliery, and passing thence from, through, or into the following parishes, townships, and places, or some of them, that is to say:—Ystrad-y-Fodwg, Taff and Cynon, Gellydeg, Cefn Forest, Hoelywermwd, Garth, Merthyr Tydvil, Merthyr, Aberdare, Rigos, all in the county of Glamorgan, and Penderhyn, and Vaynor, otherwise Faynor, in the county of Brecon, and terminating in the said last-mentioned parish by a junction with the Brecon and Merthyr Junction Railway, at or near a point thereon 2½ chains north of the post denoting 21¼ miles on that railway, such mile post being situated near to the bridge carrying the said railway over the Brecon and Merthyr turnpike road at Cefn Coed.

Railway No. 1 will pass through commonable lands in the parish of Penderhyn, of which lands Lord Tredegar is lord of the manor, and of which lands about 30 acres will be taken.

2. A Railway (No. 2) commencing in the parish of Ystrad-y-Fodwg, in the county of Glamorgan, by a junction or junctions with the Taff Vale Railway at or near a point thereon 1 chain or thereabouts east of the signal box of the branch line from the Dunraven Colliery, measuring along the Taff Vale Railway and the Rhondda Valley and Hirwain Junction Railway, and terminating in the said parish of Ystrad-y-Fodwg, at the town of Tynewydd Treherbert, in the said parish, by a junction or junctions with the intended Railway No. 1, in an enclosure the property of the Earl of Dunraven, in the occupation of William Morgan, at a point 2½ chains or thereabouts south of the Wyndham Arms Hotel, situate in the said town of Tynewydd Treherbert.

3. A Railway (No. 3) commencing in the parish of Ystrad-y-Fodwg, in the county of Glamorgan, by a junction or junctions with the intended Railway No. 1 in an enclosure, the property of Lord Windsor, and in the occupation of William Thomas Lewis (which said enclosure abuts on the Vale of Neath section of the Great Western Railway) at or near a point 1½ chains or thereabouts east of the north end of the buildings known as the Welsh Ironworks Company (Limited) Brickworks, and terminating in the said parish of Ystrad-y-Fodwg by a junction or junctions with the railway known as the Hirwain Pond Railway, belonging to the trustees of the Marquis of Bute, and in the occupation of the Aberdare Rhondda Colliery Company (Limited), at or near a point thereon 3 chains or thereabouts north of the level crossing carrying that railway over the turnpike-road leading from Neath to Aberdare, in the said county of Glamorgan.

4. A Railway (No. 4) commencing in the parish of Ystrad-y-Fodwg, in the county of Glamorgan, by a junction or junctions with the intended Railway No. 1, in an enclosure, the property of Lord Windsor, and in the occupation of William Powell (which said enclosure abuts on the Vale of Neath section of the Great Western Railway) at or near a point 7 chains or thereabouts north of the Hirwain Pond signal box on the said railway, measuring along the line of that railway, and terminating in the parish of Penderhyn, in the county of Brecon, at a point 4 chains or thereabouts east of the post denoting 22½ miles on the said Vale of Neath Railway.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, drains, sewers, pipes, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways, or any of them, and to deviate from the lines and levels of those works, or any of them, both vertically and horizontally, to such an extent as may be defined in the Bill, and to levy tolls, rates, and charges in respect of the said intended railways.

To purchase lands, houses, and other property by compulsion and agreement for the purposes of the intended Act, and to vary and extinguish existing rights and privileges in and over such lands, houses, and other property, and any other rights or privileges which would interfere with any of the purposes of the intended Bill.

To enable the Company on the one hand, the Taff Vale Railway Company, the Great Western Railway Company, and the London and North Western Railway Company, or any or either of those companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways, or any

part thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of traffic, the payment to be made, and the conditions to be performed with respect to such working and 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.

To empower the Company and any other Company or Companies or persons lawfully using the railways of the Company, or either of them, to run over, work, and use with their engines and carriages, waggons, and trucks, and officers and servants, and for the purposes of traffic of every description, so much of the Taff Vale Railway as is situate between the commencement of the intended Railway No. 1 and the Treherbert Station of the said Taff Vale Railway, the Rhondda Valley, and Hirwain Junction Railway, so much of the Vale of Neath section of the Great Western Railway as is situate between the termination of the intended Railway No. 4 and the Hirwain Station of the said last-mentioned railway, so much of the railway in the joint occupation of the Brecon and Merthyr Junction Railway Company and the London and North Western Railway Company as is situate between the termination of the said intended Railway No. 1 and the Merthyr Station of the Great Western Railway, together with the use of those stations and of all tramways, sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on or connected, or used with, each of the said railways and portion 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 between the companies interested, or as in default of agreement shall be determined by the Board of Trade, or by arbitration, or as may be defined by the Bill.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will incorporate in itself the necessary 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 Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the Rhondda Valley and Hirwain Junction Railway Acts, 1867, 1872, and 1878, and all other Acts relating directly or indirectly to the said railway, the 5 and 6 William IV, c. 107, and all other Acts relating directly or indirectly to the Great Western Railway Company, and the 22 and 23 Vic., c. 68, and all other Acts relating directly or indirectly to the Brecon and Merthyr Junction Railway Company, and 9 and 10 Vic., c. 204, and all other Acts relating directly or indirectly to the London and North Western Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands, houses, and other property to be taken under the powers of the Bill, together with a book of reference to such

plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and an ordnance map, showing the general course and direction of the said railways, and also a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Bridgend, and the Clerk of the Peace for the county of Brecon, at his office at Brecon; and, on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works will be made, or in which any lands or other property to be taken are situate; and a copy of this notice will be deposited in the case of each such parish with the parish clerk of each 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 20th day of December next.

Dated this 15th day of November, 1879.

Sutton and Ommanney, 3, Great Winchester-street, London, E.C., Solicitors for the Bill.

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

Gas and Water Facilities Act, 1870.

Board of Trade.—Session 1880.

Long Eaton Gas.

(Maintenance of existing Gasworks; Manufacture and Storage of Gas and Residual Products upon other Lands; Additional Works; Limits of Supply; Power to Break up Roads; Rates and Charges for Supply of Gas, and for Sale or Hire of Meters; Regulation of Capital; Additional Capital; Incorporation of Acts.)

NOTICE is hereby given, that the Long Eaton Gas Company, Limited (a Company duly incorporated under the Companies Act, 1862, hereinafter called "the Company") intend to apply to the Board of Trade for a Provisional Order for all or some of the following objects and purposes, that is to say:

1. To authorise and empower the Company to maintain and continue, alter, improve, enlarge, extend, and renew or discontinue their existing gasworks, or any part thereof, and the apparatus connected therewith, to construct new works, and also to manufacture and store gas, and to convert or manufacture the residual products resulting from such manufacture upon certain lands and hereditaments hereinafter described (the several dimensions of which will be shown upon the maps or plans to be deposited as hereinafter mentioned), that is to say:

(1.) A piece or parcel of land situate in the township of Long Eaton, in the parish of Sawley, in the county of Derby, belonging to and in the occupation of the Company, and upon which their existing works stand, bounded on the north by a street called Chapel-street, on the south by hereditaments belonging to Samuel John Claye, on the east in part by hereditaments belonging to the executors of Francis Bonsall, deceased, and on other part by hereditaments belonging to Thomas and John Maltby, and on the west by hereditaments belonging to John

Wright, William Wilson, Samuel Butler, and Thomas Day respectively.

(2.) A piece or parcel of land in Long Eaton aforesaid, belonging to and in the occupation of the Company, bounded on or towards the north by lands belonging to Thomas Fletcher, on the east by lands belonging to the Midland Railway Company, on the west as to part thereof by a piece of land next hereinafter mentioned, and as to other part thereof by lands belonging to James Jerram Pratt, and also as to other part thereof by hereditaments belonging to Thomas Alexander Drennan, and on the south partly by the said hereditaments also belonging to the said T. A. Drennan, and in other part thereof by a certain street called or known as Union-street, and which said piece or parcel of land is now used by the Company for the purposes of storage of gas.

(3.) A piece or parcel of land in Long Eaton aforesaid, bounded on or towards the north by a certain high road leading from Derby to Nottingham, and called Nottingham-road, on the east partly by lands belonging to Thomas Fletcher, and in other part by the lands secondly above described, on the west by lands belonging to John Marshall, and on the south by lands belonging to James Jerram Pratt.

(4.) A piece or parcel of land situate in Long Eaton aforesaid belonging to and in the occupation of the said Thomas Fletcher, bounded on the north by Nottingham-road aforesaid, on the south by the lands secondly above described, on the east by the Midland Railway aforesaid, and on the west by the land and hereditaments thirdly hereinbefore described.

2. To purchase by agreement the lands thirdly and fourthly hereinbefore described for the purposes aforesaid, and also to purchase by agreement or take on lease and hold other lands in Long Eaton aforesaid for the general purposes of their undertaking, exclusive of manufacturing and storing purposes.

3. To vary, alter, stop up, or divert existing footways and rights of way, or other rights in, over, or upon the hereinbefore described lands, or upon any part thereof.

4. To authorise and empower the Company to supply gas within the parishes, townships, and extra-parochial and other places following, that is to say:—Long Eaton, Sawley, Little Wilne, Draycott, Breaston, Risley, and Wiltsthorpe, all in the county of Derby, which parishes, townships, extra-parochial and other places are hereinafter referred to as “the Company’s limits of supply.”

5. To exercise all such powers, rights, and privileges as are necessary and incidental to supplying gas, and amongst other things:—To open, cross, and break up the soil and pavements of the several roads, highways, footpaths, streets, canals, towing-paths, railways, tramways, sewers, drains, brooks, and water-courses within the Company’s limits of supply, and to remove, alter, and divert, either temporarily or otherwise, any sewers, drains, pipes, or other works under the said roads, streets, and places as far as may be necessary to enable the Company to lay down, maintain, enlarge, alter, repair, and renew mains, valves, syphons, service pipes, and other works for the purposes of such supply.

6. To define and regulate the Company’s capital, and to authorise the Company to raise additional capital by the creation and issue of new shares or stock, with or without preference

or priority in the payment of dividends or interest, and with other privileges, restrictions, or qualifications, and by borrowing on mortgage or bond, or by any of these means, and to create and issue debenture stock, and generally to make such provisions with respect to the capital of the Company as may be deemed expedient.

7. To empower the Company to sell and dispose of gas, coal, coke, lime, tar, chemicals, and other residual and manufactured products and other matters and things arising or proceeding from the manufacture of gas, and to carry on the business usually carried on by gas companies, and to manufacture, purchase, or hire and supply gas meters, fittings, gas stoves, cooking and other apparatus.

8. To enable the Company to demand, take and recover rents, rates, and charges for the sale and supply of gas and the sale and hire of gas meters, fittings, gas stoves, cooking and other apparatus.

9. To confer, vary, or extinguish other rights and privileges; and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

10. The intended Provisional Order will also confer upon the Company all rights, privileges, and authorities necessary or expedient for carrying into effect the objects of the said Order, and it will vary or extinguish any existing rights and privileges.

11. The intended Provisional Order will incorporate with itself all or some of the provisions of the Gas Works Clauses Act, 1847; The Gas Works Clauses Act, 1871; The Gas and Water Works Facilities Act, 1870; and The Gas and Water Works Facilities Act, 1870, Amendment Act, 1873, and The Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

12. On or before the 30th day of November, 1879, a copy of this advertisement as published in the London Gazette, a map or plans showing the land upon which the existing works of the Company are situate, and the proposed works will be situate, and which are now used or proposed to be used for the manufacture of gas and the storage thereof, will be deposited for public inspection with the Clerk of the Peace for the county of Derby, at his office at Derby, in the same county; and other copies will also be deposited at the office of the Board of Trade, Whitehall-gardens, London; in the office of the Clerk of the Parliaments, the House of Lords; and in the Private Bill Office of the House of Commons.

13. On and after the 23rd day of December, 1879, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade as aforesaid, and on and after that date copies can be obtained by all persons applying for the same, on payment of one shilling each, at the office of the Company at Long Eaton aforesaid, or at the office of Messrs. Taylor, Hoare, and Taylor, 28, Great James-street, Bedford-row, in the county of Middlesex. Printed copies of the said Provisional Order, when made by the Board of Trade, will be published in the same paper as this notice, and printed copies thereof will be deposited for public inspection with the said Clerk of the Peace for the said county of Derby, at his said office at Derby aforesaid, and copies will be supplied to all persons applying for the same at the offices and on the terms aforesaid.

14. All persons desirous of making any representation to the Board of Trade, or of bringing before the Board any objection respecting the said application, may do so by letter addressed

to "The Assistant Secretary, Railway Department, Board of Trade, Whitehall-gardens, London, S.W.," on or before the 1st day of January, 1880. Copies of such objections must at the same time be sent to the office of Messrs. Taylor, Hoare, and Taylor, 28, Great James-street, Bedford-row, aforesaid, the Parliamentary Agents for the Company.

Dated this 13th day of November, 1879.

J. Black, Solicitor, Nottingham.

Taylor, Hoare, and Taylor, 28, Great James-street, Bedford-row, Parliamentary Agents.

Board of Trade.—Session 1880.

The Tramways Act, 1870.

Burton-on-Trent Tramways.

(Construction of Tramways in the Borough of Burton-on-Trent.)

(Power to work Tramways by Animal or other Motive Power; Breaking up Streets; Purchase of Lands; Tolls; Provision for use of Tramways and Streets traversed; Agreements with Street and other Authorities; Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade, on or before the 23rd day of December, 1879 for a Provisional Order, pursuant to the provisions of the above Act, to authorize a Company, incorporated or to be incorporated under "The Companies Acts, 1862 and 1867," and hereinafter referred to as "the Company," to make, form, lay down, and maintain the several tramways or some of them, with all necessary works and conveniences hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, and sleepers, that is to say:—

Tramway No. 1. A tramway commencing in the centre of Station-street, in Burton-on-Trent, in the county of Stafford, at a point in the centre of the said street, opposite the north-west angle of and about 57 links from the boundary wall of Messrs. Allsopp and Sons' Brewery Offices, and passing thence in a south-easterly direction along the centre of the roadway of Station-street, and into and along the centre of Guild-street, Horninglow-street, and Bridge-street, and terminating in the centre of Bridge-street opposite the Saracen's Head Inn, about 56 links east of a point facing the centre of the entrance-gate to the said inn.

Tramway No. 2. A tramway commencing by a junction with Tramway No. 1 at a point in the centre of Station-street aforesaid, opposite the principal entrance to the police-station, and 26 links north-west of the south-east corner of said police-station, and passing thence in a south-westerly direction along the centre of Union-street, south-easterly along New-street, south-westerly along Lichfield-street and Branstone-road, and terminating in the centre of Branstone-road at a point about 16 links east of the intersection of Branstone-road with West-street.

Tramway No. 3. A tramway commencing in the centre line of Guild-street by a junction with Tramway No. 1 21 links north-east of the south-east corner of the police station, passing thence across Station-street, and forming a junction with Tramway No. 2 in the centre line of Union-street at a point about 53 links from the centre of Station-street.

Each of the above tramways is intended to be constructed as a single line, with the exception of such portions as are necessary for passing places and turnouts, when the line will be constructed as a double line, and in such cases the centre line of

the streets will coincide with the centre of the space between the outside rails.

These passing places and turnouts will be as regards Tramway No. 1.

1st. A turnout at the commencement of the line in Station-street, proceeding along that street, and forming a junction with the single line at a point about $1\frac{1}{2}$ chains from the commencement thereof.

2nd. A passing place in Station-street, commencing opposite the east corner of Cross-street, and terminating by a junction with the single line about $2\frac{1}{2}$ chains south-east of that point.

3rd. A passing place in Guild-street, commencing by a junction with the single line at a point about 94 links east of the Roman Catholic chapel, and terminating by a junction opposite the gateway to the Guild tavern.

4th. A passing place in Horninglow-street, commencing by a junction with the single line at a point about $1\frac{1}{2}$ chains from the south-east corner of Guild-street, and terminating with a junction about 40 links beyond the entrance gateway to Thompson's Maltings.

5th. A turnout forming a junction with the single line at a point about $1\frac{1}{2}$ chains from the termination of Tramway No. 1, and terminating opposite the Saracen's Head Inn.

As regards Tramway No. 2 these passing places and turnouts would be as follows:—

1st. A passing place in Union-street, commencing by a junction with the single line at a point $2\frac{1}{2}$ chains north-east of the corner of Duke-street, and terminating by a junction with the single line at a point $2\frac{1}{2}$ chains further westward.

2nd. A passing place in New-street, commencing by a junction with the single line at about $4\frac{1}{2}$ chains from the angle of New-street and Lichfield-street, and terminating by a junction with the single line at about 2 chains from the same angle.

3rd. A passing place in Lichfield-street commencing by a junction with the single line, at a point about $2\frac{1}{2}$ chains beyond the corner of Park-street, and terminating by a junction with the single line at about $4\frac{1}{2}$ chains from the same point.

4th. A passing place in the Branstone-road, commencing by a junction with the single line, at a point 13 links west of Wood-street, and terminating by a junction with the single line at about $2\frac{1}{2}$ chains from the same point.

5th. A turnout in the Branstone-road, commencing by a junction with the single line, about $1\frac{1}{2}$ chains from the centre of West-street, and terminating opposite the east corner of West-street.

The proposed tramways will be made and pass from, in, through or into, the following parishes, places, or extra-parochial places or some of them; that is to say: the parishes or townships of Burton-on-Trent and Burton extra in the county of Stafford.

The proposed tramways will cross on a level, the following level crossings owned by the Midland Railway Company, and situated in station-street, near to Ind and Coope's brewery; also the level crossing in the same street, at Buss and Co.'s new brewery; also their double crossing in Guild-street; also their lines in course of construction in New-street and Lichfield-street; also the Branstone-road crossing of their Bond End Branch, also Bass and Co.'s private crossing in Guild-street, and Samuel Allsopp and Sons' private double crossing in Horninglow-street.

The following is a description of each point at which the said tramways, or some, or one of them are proposed to be laid, so that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches

will intervene between the outside of the footpath and the nearest rail of tramways, viz. :—

As regards Tramway No. 1. In Station-street on both sides thereof from the south-east corner of Cross-street to a point 55 yards south-east of Cross-street. Also in Guild-street on both sides thereof from a point 21 yards north-east of the Roman Catholic Chapel for a distance of 55 yards therefrom. Also in Horninglow-street on both sides thereof for a distance of 33 yards in a south-easterly direction, commencing from a point 28 yards from the south-east corner of Guild-street.

As regards Tramway No. 2. In Union-street on both sides thereof, commencing from the gateway entrance to the Fire Brigade Yard to a point 55 yards south-westerly along that street. Also in Lichfield-street on both sides thereof for a distance of 38 yards in a south-westerly direction from the south-west corner of the shop occupied by Mr. Reading. Also in the same street on both sides thereof, extending 93 yards west from a point 9 yards west of the centre of the entrance to Bell's Brewery Yard; also in the same street on both sides thereof, extending in a south-westerly direction for a distance of 55 yards from a point 50 yards south-west of the corner of Park-street. Also in the same street on both sides thereof, extending in a south-westerly direction for a distance of 92 yards from a point 44 yards south-west of the corner of Green-street. Also on the Branstone-road on both sides thereof, extending in a westerly direction for a distance of 55 yards from a point $2\frac{1}{2}$ yards west of the corner of Wood-street. Also in the same road on both sides thereof, extending in a westerly direction for a distance of $27\frac{1}{2}$ yards from a point $27\frac{1}{2}$ yards east of the corner of West-street.

Each of the said tramways is intended to be constructed on a single line and of a gauge of 4 feet, or such other narrower gauge as may be prescribed by the Provisional Order.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use on railways.

To empower the Company from time to time, and either temporarily or permanently, to make and maintain, alter and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works (in addition to those particularly described in this notice) as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for facilitating the passage of traffic along the several streets in or adjacent to the line of the proposed tramways, or for providing access to any stable or carriage-houses, works, or buildings of the Company.

To authorize the Company and all persons, Corporations, and Companies lawfully using the intended tramways, or any of them, to work such tramways for the purpose of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or motive power, in addition to or in substitution for animal power.

To incorporate with the Provisional Order and extend and apply to the proposed tramways and works, all or some of the powers and provisions of the "Tramways Act, 1870," and so far as may be necessary for the purpose of the Provisional Order, or as may be deemed expedient, 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 Locomotives Act, 1861," and "The Locomotives Act, 1865," "The Highways and Locomotives

Amendment Act, 1878," and any Act amending the said Acts or any of them, so far as they may respectively 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.

And notice is also given, that duplicate plans and sections of the proposed tramways and works, 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 Stafford, at his office in Stafford, and that a copy of such plans and sections, together with a published map and diagram and a copy of this notice will, on or before the said 30th day of November, be deposited at the office of the Board of Trade, Whitehall-gardens, with the town clerk of the borough of Burton-on-Trent at his office in Burton-on-Trent, and with the clerks of the Lichfield and Burton-on-Trent Turnpike Trust, at their offices in Lichfield, and that a copy of so much of the said plans and sections as relates to each of the parishes, townships, places, or extra-parochial places, from, in, through, or into which the proposed tramways will be made or pass, together with a copy of this notice, will, on or before such 30th day of November instant, be deposited for public inspection with the parish clerk of each of such parishes 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.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for same at the office of the undersigned, Best, Webb, and Co., 6, Essex-street, Strand, in the county of Middlesex.

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 1st day of January, 1880, and copies of the objections must at the same time be sent to the undersigned.

Dated this 20th day of November, 1879.

Best, Webb, and Co., 6, Essex-street,
Strand, London, W.C., Solicitors and
Parliamentary Agents.

Board of Trade.—Session 1880.

Walton-on-the-Hill Tramways.

Construction of Tramways in the District of Walton-on-the-Hill; Provisions as to Granting Leases and as to Tolls; Power to use Tramways for Sanitary Purposes; to use Steam or other Mechanical Power; Running Powers; to enter into Agreements with neighbouring Local Authorities and Tramway and Omnibus Companies and Others.

NOTICE is hereby given, that the Local Board for the district of Walton-on-the-Hill, in the township and parish of Walton-on-the-Hill, in the county of Lancaster, being the local authority for the said district (hereinafter referred to as the Promoters) will, in pursuance of the provisions of the Tramways Act, 1870, on or before the 23rd day of December next, apply to the Board of Trade for a Provisional Order, to be confirmed by Parliament in the ensuing session, to authorise and empower the Promoters to lay down, construct, and maintain within the

district of Walton-on-the-Hill, the following street tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively, that is to say:—

Tramway No. 1. Partly in double and partly in single line, commencing in Walton-road, otherwise called Rice-lane, by a junction with the existing tramways of the Liverpool United Tramways and Omnibus Company, at the boundary of the townships of Kirkdale and Walton-on-the-Hill, thence passing along the following streets, Walton-road, and the Liverpool, and Ormskirk, and Preston-road, otherwise known in different parts as Rice-lane and Walton-vale, to its termination, at a point 4.05 chains or thereabouts south-west of the Black Bull Inn, by a junction with Tramways No. 2 and No. 3, hereinafter described.

The double and single portions of Tramway No. 1 are particularised as follows:—

1a.—A double line 5 furlongs 2.40 chains in length, commencing at the commencement of Tramway No. 1, and thence passing along and terminating in Rice-lane, at a point 0.85 chains north of the centre of Breeze Hill.

Portions of 1a are proposed to be so laid in Rice-lane that a less space than 9 feet 6 inches will intervene between the outside of the footpath on the east side of Rice-lane and the nearest rail of the tramway, for a length of 4.50 chains, between points respectively 0.22 chains and 4.72 chains south of the south side of the Black Horse Inn; and also on the same side of the lane for a length of 2.85 chains, between points respectively 1.70 chains and 4.55 chains south of the centre of Breeze-hill.

1b. A single line, 2.27 chains in length, commencing at the termination of the last portion, and terminating in Rice-lane at a point 3.12 chains north of the centre of Breeze Hill.

1c. A double line, 5 furlongs 1.03 chains in length, commencing at the termination of the last portion, and terminating in Rice-lane opposite the north side of the south entrance to Walton Park.

Portions of 1c are proposed to be so laid in Rice-lane that a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, namely, on the west side of Rice-lane for a length of 4.80 chains between points respectively opposite to, and 4.80 chains north of the centre of, Salisbury-road; and on the east side of Rice-lane for a length of 1 furlong 0.60 chains between points respectively 0.35 chains and 1 furlong 0.95 chains north of the centre of Stalmine-road; and also on both sides of Rice-lane for a length of 2.80 chains between points respectively 0.20 chains north of the centre of Yew Tree-road, and 0.45 chains south of the termination of 1c.

1d. A single line, 7.35 chains in length, commencing at the termination of the last portion and terminating in Rice-lane at a point 4 chains south of the centre of the bridge over the Lancashire and Yorkshire Railway, at Preston-road Station.

1e. A double line, 4 furlongs 0.95 chains in length, commencing at the termination of the last portion, thence running into and along that portion of the Liverpool, Ormskirk, and Preston road known as Walton-

vale and terminating at the termination of Tramway No. 1.

Portions of 1e are proposed to be so laid in Rice-lane and Walton-vale that a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway on the west side of Rice-lane, for a length of 9.80 chains, between points respectively opposite to and 9.80 chains north-east of the north-east side of Hornby-road, and on the east side of Rice-lane, for a length of 6.55 chains, between points respectively opposite to and 6.55 chains north-east of the commencement of 1e, and also on the east side of Rice-lane for a length of 5.10 chains, between points respectively 4.65 chains and 9.75 chains south-west of the south-west side of Orrell-lane, and also on the east side of Rice-lane and Walton-vale, for a length of 1 furlong 3.50 chains, between points respectively 1.30 chains south-west of the south-west side of Orrell-lane and 3.40 chains south-west of the termination of Tramway No. 1. The length of Tramway No. 1 is 1 mile 7 furlongs and 4.00 chains, the total length of the double portions being 1 mile 6 furlongs 4.88 chains and the total length of the single portions being 9.62 chains.

Tramway No. 2.—A double line 4 furlongs 6.90 chains in length, commencing in that part of the Liverpool, Ormskirk and Preston-road called Walton-vale, by a junction with Tramway No. 1 at the termination thereof, thence passing into and along that part of the same road called Warbreck-moor to its termination at the boundary between the townships of Walton-on-the-Hill and Netherton.

Tramway No. 2 is proposed to be so laid in Warbreck-moor that a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of Warbreck-moor and the nearest rail of the tramway, for a length of 9.50 chains between points respectively opposite to, and 9.50 chains north-east of the west entrance to the yard of the Black Bull Inn, and also for a length of 1 furlong 4.20 chains between a point 1.63 chains north of the centre of the new road on the south side of St. Peter's Church and the termination of Tramway No. 2.

Tramway No. 3.—A double line 5 furlongs 2.80 chains in length, commencing in that part of the Liverpool, Ormskirk and Preston-road, called Walton-vale, by a junction with Tramway No. 1 at the termination thereof, thence passing into, along, and terminating in Longmoor-lane, at the boundary between the townships of Walton-on-the-Hill and Fazakerley.

All the said intended tramways hereinbefore described will be made in the township of Walton-on-the-Hill in the parish of Walton-on-the-Hill, in the county of Lancaster.

Each of the said intended tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches. It is not proposed to run thereon carriages or trucks adapted for use upon railways, and except as hereinbefore particularly described, no tramway is proposed to be so laid that for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

The intended Provisional Order will incorporate with itself the whole or some of the provisions of the Tramways Act, 1870, with such alterations and amendments thereof as may be deemed expedient, and will enable the Promoters

to exercise the powers granted by that Act to parties who are therein called Promoters as well as the powers hereinafter mentioned, that is to say:—

Power for the Promoters to make at or near the boundary of their district junctions or connections of the proposed tramways with any other tramways now made or hereafter to be made.

To enable the Promoters when by reason of the execution of any work in or the alteration of any street, road, or other thoroughfare through or along which any tramway belonging to the Promoters it laid it is necessary or expedient to remove or discontinue the use of such tramway or any part thereof from time to time, to make and lay down in the same or any adjacent or convenient street, road, or other thoroughfare, and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or found expedient so to be.

To empower the Promoters from time to time hereafter to lay down, make, maintain, alter, and remove all such crossings, passing places, sidings, junctions, curves, turnouts, and other works, including therein the substitution of a double line or double lines, instead of a single line or single lines, where by reason of the alteration at any time hereafter of the width of any street, such substitution can be made so that a less space than 9 feet 6 inches shall not intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, in addition to those hereinbefore particularly specified as may from time to time be necessary or convenient to the efficient working of the said tramways, or any of them, or for facilitating the traffic of the streets in which the same are laid, or for providing access to any stables, or carriage sheds, or works of the Promoters, or their lessees or licensees, subject to such restrictions as regards the position and extent of such crossings, passing places, sidings, junctions, curves, turnouts, and other works as may be provided by or in the intended Order.

To authorise the use on the proposed tramways, or any of them, or any part or parts thereof respectively, of carriages and engines moved by steam or other mechanical power. And so far as may be necessary to repeal, alter, amend, or extend all or some of the provisions of the following among other Acts, that is to say: The Tramways Act, 1870, The Locomotive Act, 1861, The Locomotive Act, 1865, and The Highways and Locomotives Amendment Act, 1878, or any or either of those Acts and any Act amending the said Acts, or any or either of them, so far as they respectively may apply to or affect the said proposed tramways, or any of them, or any part or parts thereof respectively, or any other Act or Acts, either public or local, which may in anywise relate to or be affected by the objects aforesaid.

To authorise the Promoters, their lessees, and others to pass over and use with their carriages and servants any tramway communicating either directly or indirectly with any of the Promoters' intended tramways, and to fix the tolls and charges to be paid in respect thereof, or otherwise to provide for the same, and to confirm and carry into effect any agreements made before the granting of the Provisional Order relating to such user, tolls, and charges.

To authorise and empower the Promoters and the urban sanitary authority of any adjoining or neighbouring district, and any tramway, omnibus,

gas, or water company, or any of them, to enter into and carry into effect agreements with reference to the construction, working, using, maintenance, leasing, and management of the said tramways, or any of them, or any part thereof, the forwarding and interchange of carriages and traffic at junctions, the appointment, removal, and payment of officers and servants, and the fixing, collection, division, apportionment, and appropriation of tolls, rates, and charges, or to any other matters connected with the said tramways or incidental thereto, and to confirm any such agreement entered into prior to the confirmation of the intended Provisional Order.

To authorise the Promoters to make leases of the said tramways, or any of them, or any part or parts thereof, or grant licences to use the same, and to reserve in any such lease the right for the Promoters and any other local authority or local authorities to use the same for conveyance for sanitary purposes, and to make provisions in such leases for the running of workmen's carriages at reduced fares.

To authorise the levying of tolls, rates, and charges for the use of the said tramways.

To confer on the Promoters all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the said intended Order, and to vary or extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects.

And notice is hereby further given, that plans and sections of the said proposed tramways and a copy of this notice as published in the London Gazette, will on or before the 29th day of November instant be deposited at the office of the Clerk of the Peace for the county palatine of Lancaster, at Preston, at the office of the Clerk of the Parliaments, House of Lords, and the Private Bill Office of the House of Commons, at the office of the Board of Trade, Whitehall, London, at the office of the Promoters, situate at Breeze Hill, in Walton-on-the-Hill, and with the parish clerk of Walton-on-the-Hill, at his residence.

And notice is hereby further given, that the draft of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited and of the Provisional Order when made can be obtained at the offices of Messrs. Cleaver and Holden, 62, Dale-street, Liverpool, or of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, 41, Bedford-row, London, on payment of one shilling for each copy.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the said application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January next, and copies of their objections must at the same time be sent to the Promoters, at their office in Breeze Hill, aforesaid. In forwarding to the Board of Trade, such objections the objectors, or their agents, should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 21st day of November, 1879.

Cleaver and Holden, 62, Dale-street,
Liverpool, Solicitors for the Promoters.
Sharpe, Parkers, Pritchard, and Sharpe,
41, Bedford-row, London, W.C., Par-
liamentary Agents.

Board of Trade.—Session 1880.*

Tramways Act, 1870.

Norwich Tramways.

(Construction of Tramways in the City and County of Norwich, and the County of Norfolk.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining of the several tramways hereinafter described, or some or one of them respectively, with all necessary and proper rails, points, plates, sleepers, works and conveniences, that is to say:—

Tramway No. 1.—Two miles 2 furlongs, or thereabouts, in length, of which 1 mile 6 furlongs 9.50 chains, or thereabouts, is single line, and 3 furlongs 0.50 chain, or thereabouts, is double line, commencing in Dereham-road, opposite the north-west side of Workhouse-lane, passing eastward along the said Dereham-road, into and along Heigham-road, Saint Giles'-road, Chapel Field-road, Queen's-road, Upper Surrey-street, All Saints'-green, All Saints'-street, crossing Ber-street, into and along Golden Ball-street, Cattle Market-street (or Castle Meadow), Prince of Wales'-road, and terminating in that road opposite the north side of Rose-lane.

The said Tramway No. 1 will be a single line, except at the following places, where it will be a double line, viz.:—

- (a.) From a point about $\frac{1}{2}$ chain from its commencement to a point about $2\frac{1}{2}$ chains from its commencement.
- (b.) In Heigham-road from a point about 2 chains from Dereham-road to a point opposite the south side of West Wymer-street.
- (c.) From a point in Heigham-road about $1\frac{1}{2}$ chains north of the junction of St. Giles'-road with Heigham-road, and in St. Giles'-road, from a point about $1\frac{1}{2}$ chains east of the same junction.
- (d.) From a point in St. Giles'-road about $1\frac{1}{2}$ chains north-west of the junction of Chapel Field-road with St. Giles'-road, and in Chapel Field-road from a point about $1\frac{1}{2}$ chains south of the same junction.
- (e.) In Chapel Field-road for a distance of about 4 chains, between points opposite the west and east entrances of the Crescent.
- (f.) From a point in Queen'-road, about $1\frac{1}{2}$ chains west of the junction of Queen's-road with Upper Surrey-street and in Upper Surrey-street, from a point about $1\frac{1}{2}$ chains north of the same junction.
- (g.) In All Saints'-green, All Saints'-street, crossing Ber-street, and along Golden Ball-street, from a point in All Saints'-green, about 6 chains north of Surrey-street, to a point opposite the south side of Rising Sun-lane.
- (h.) For a distance of about $2\frac{1}{2}$ chains from its termination.

Tramway No. 2.—Single line, 1 furlong 8.60 chains or thereabouts in length, commencing in Golden Ball-street, opposite the north side of Rising Sun-lane, by a junction with Tramway No. 1, passing northward along the said street into and along the roadway in Castle Meadow, between the sheep and cattle pens, passing in front of the Shirehall, crossing the open space at the south part of Bank Plain, and terminating in Prince of Wales'-road by a junction with Tramway No. 1, opposite the principal entrance to the General Post Office.

Tramway No. 3.—Two furlongs 9.50 chains, or

thereabouts, in length, of which 1 furlong 1 chain or thereabouts is double line; and 1 furlong 8.50 chains or thereabouts is single line, commencing by a junction with Tramway No. 1 at its termination in Prince of Wales'-road, opposite the north side of Rose-lane, passing eastward along the said road, over Foundry Bridge into and along Foundry Bridge-road and Thorpe-road, and terminating in that road at a point about $1\frac{1}{2}$ chains south-east of the junction of Rosary-road with the said Foundry Bridge-road.

The said Tramway No. 3 will be a single line except at the following places, where it will be a double line, viz.:

- (a.) In Prince of Wales'-road, Foundry Bridge, and Foundry Bridge-road, for a distance of about 9 chains from its commencement.
- (b.) In Foundry Bridge-road and Thorpe-road, from a point about $2\frac{1}{2}$ chains from its termination to a point about $\frac{1}{2}$ chain from its termination.

Tramway No. 4.—Six furlongs 5.60 chains, or thereabouts, in length, of which 3 furlongs 8.60 chains, or thereabouts, is double line, and 2 furlongs 7 chains, or thereabouts, is single line, commencing in Prince of Wales'-road, about $\frac{1}{4}$ chain eastward of Upper King-street, by a junction with Tramway No. 1, passing into and along the north part of Upper King-street, the western side of Tombland, Wensum-street, over Fye Bridge, into and along Magdalen-street, Botolph-street, and St. Augustine's-street, Green-hills, and terminating there about 2 chains northward of Baker's-road.

The said Tramway No. 4 will be a single line, except at the following places, where it will be a double line, viz.:

- (a.) In Upper King-street and Tombland, from a point opposite Bank-street to a point opposite Queen-street.
- (b.) In Wensum-street, Fye Bridge, and Magdalen-street, from the Wagon and Horseshoe-lane to a point about $2\frac{1}{2}$ chains north of the north side of Colegate-street.
- (c.) In Magdalen-street, Botolph-street, and St. Augustine's-street, from a point about 1 chain south of the junction of Botolph-street with Magdalen-street, to a point opposite the south side of Sussex-street.
- (d.) In Green-hills, from a point about $2\frac{1}{2}$ chains from its termination to a point about $\frac{1}{2}$ chain from its termination.

Tramway No. 5.—Two furlongs or thereabouts in length, of which 1 furlong 8 chains or thereabouts is single line, and 2 chains or thereabouts is double line, commencing in Prince of Wales'-road, opposite the principal entrance to the General Post Office, by a junction with Tramway No. 1, passing along the open space at the south part of Bank Plain into and along the roadway to the immediate north and west of the Castle, and terminating about 4 chains south-west of Davey-place.

The said Tramway No. 5, will be a single line, except from a point about $2\frac{1}{2}$ chains from its termination to a point about $\frac{1}{2}$ chain from its termination.

Tramway No. 6.—Single line 1.25 chains or thereabouts in length, commencing in Prince of Wales'-road, opposite the principal entrance to the General Post Office, passing into the north part of Upper King-street, and terminating in that street by a junction with No. 4, about $1\frac{1}{4}$ chains from Bank-street.

Tramway No. 7.—Single line 1.75 chains or thereabouts in length, commencing in Cattle Market-street (or Castle Meadow) by a junction

with Tramway No. 1, about $\frac{1}{2}$ a chain from the north-west angle of the General Post Office, passing into the open space opposite Bank Plain, and terminating by a junction with Tramway No. 5, at a point about 1 chain due west of the central lamp column in the said open space.

Tramway No. 8.—Single line 1.75 chains or thereabouts in length, commencing in the roadway in front of the Shirehall, by a junction with Tramway No. 2, about $\frac{2}{3}$ of a chain north-east of the north-east angle of the Shirehall, passing along the said roadway to the immediate north-east of the Castle, and terminating by a junction with Tramway No. 5, at a point about $2\frac{1}{2}$ chains north of the said north-east angle of the Shirehall.

The above tramways will pass from, through, or into, or be situate in the several parishes, extra-parochial places, or other places following, or some of them, that is to say:—

Heigham, North Heigham St. Bartholomew, St. Philip, South Heigham, Holy Trinity, St. Giles', St. Peter-at-Mancroft, St. Stephen, Lakenham, St. Mark's Lakenham, All Saints', St. Michael-at-Thorn, St. John-at-Timberhill, St. Peter-per-Mountergate, St. George-at-Tombland, Thorpe, St. Matthew Thorpe, St. Michael-at-Plea, St. Andrew, St. Simon and St. Jude, St. Clement, St. Saviour, St. Augustine, and St. Clement (without), all in the city and county of Norwich, and Norwich Castle, in the county of Norfolk.

At the following places it is proposed to lay the tramways so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned, and the nearest rail of the tramway, that is to say —

Tramway No. 1.—In Dereham-road, on both sides thereof, between points $\frac{1}{2}$ a chain and $2\frac{1}{2}$ chains from the commencement of the said tramway.

In Heigham-road, on both sides thereof, between the respective points following, that is to say—(a), 2 chains and $4\frac{1}{2}$ chains south of Dereham-road; (b), 2 chains north of West Wymer-street and the south side of that street; (c), Stafford-street and St. Giles'-road.

In St. Giles'-road, on both sides thereof throughout.

In Chapel Field-road, on both sides thereof, between St. Giles'-road and Julian-street, and on both sides thereof between points opposite the west and east entrances to the Crescent.

In Queen's-road, on both sides thereof, between Upper Surrey-street and a point $1\frac{1}{2}$ chains west thereof.

In Upper Surrey-street, on both sides thereof, between Queen's-road and a point $1\frac{1}{2}$ chains north thereof.

In All Saints'-street, on both sides thereof throughout.

In Golden Ball-street, on both sides thereof throughout.

Tramway No. 3.—In Prince of Wales'-road, on both sides thereof, between Foundry Bridge and $2\frac{1}{2}$ chains westward thereof.

On Foundry Bridge and in Foundry Bridge-road, on both sides thereof respectively throughout.

Tramway No. 4.—In Upper King-street, on the east side thereof, between Prince of Wales'-road and Bank-street, and on both sides thereof between Bank-street and Queen-street.

In Wensum-street, on both sides thereof throughout.

On Fye Bridge, on both sides thereof throughout.

In Magdalen-street, on both sides thereof from the north end of Fye Bridge to a point $2\frac{1}{2}$ chains north of Colegate-street, and on the west side thereof, for a distance of 1 chain from the commencement of Botolph-street.

In Botolph-street on both sides thereof, throughout.

In St. Augustine-street, on both sides thereof from Pitt-street to the south side of Sussex-street.

Wherever in this notice any point or distance is described by reference to or to the direction or distance from any street, road, or other place (other than any side thereof), the point or distance so described is measured from the centre of the respective street, road, or place, and along the proposed line of tramway.

It is not proposed to run on any of the said tramways, carriages or trucks adapted for use upon railways.

Each tramway is intended to be constructed on a gauge of 3 feet 6 inches.

The Provisional Order will also provide for all or some of the following objects, that is to say:—

To authorise or to authorise and require the Promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets or for providing access to any stables or carriage sheds, or works or buildings of the Promoters.

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

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

To enable the Promoters and any body corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, and any owners or lessees of any other tramways, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any roads or streets upon or along which the same or any part thereof are or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic on and along the same, or any part thereof.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passengers and goods and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the

Provisional Order, and to confer other rights and privileges.

To incorporate with the Provisional Order, and extend and apply to the tramways and works above described, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or may be deemed expedient to alter, amend, or repeal the provisions, or some of the provisions of that Act.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this advertisement, as published in the London 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 of Norfolk and the county and city of Norwich, at their respective offices in Norwich, and with the Town Clerk of the city of Norwich, at his office in the Guildhall, Norwich, and a copy of the same plans, sections, and advertisement, and a map of the city of Norwich, with the lines of the intended tramways delineated thereon, together with a diagram, will, on or before the said 30th day of November instant, be deposited for public inspection at the Board of Trade, in Whitehall Gardens, and that a copy of so much of the said plans and sections as relates to each parish, extra-parochial or other place from, in, through, or into which the proposed tramways will be made to pass, and also a copy of the advertisement, as published in the London Gazette, will, on or before the said 30th day of November instant, be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

All Companies, Corporations, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the 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 1st day of January next ensuing, and a copy of any such objection must at the same time be sent to the Promoters on their behalf, and that in forwarding to the Board of Trade any such objection, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

The draft of the proposed Provisional Order will be deposited at the offices 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 the undersigned.

Dated this 20th day of November, 1879.

Takouridins and Hargreaves, 1, Victoria-street, Westminster.

Board of Trade.—Session 1880.

The Tramways Act 1870.

Warrington Tramways.

(Construction of Street Tramways in the Borough of Warrington and the vicinity thereof, in the Counties of Lancaster and Chester; Power to use other than animal power on the Tramways; Repeal and amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of the above Act, for a Provisional Order to authorise the Warrington

and Widnes Tramways Company Limited (hereinafter referred to as the Company), to make, form, lay down, maintain and use the several tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences, that is to say:—

Tramway No. 1.—In the parish of Warrington, commencing at a point in the Winwick-road, opposite Kerfoot-street, passing thence along Winwick-road, Winwick-street, Horsemarket-street, and Market Gate, and terminating in the centre thereof. Tramway No. 1 will be a single line except (a) between points respectively 1 chain and 4 chains south of Watkin-street; (b) between Pinner's Brow and a point half a chain south from Haydock-street; (c) between Town-hill and Market-gate. The total length of Tramway No. 1 is 6 furlongs, of which 4 furlongs 8.50 chains is single line, and 1 furlong 1.50 chains is double line.

Tramway No. 2.—In the parish of Warrington, commencing at a point in Liverpool-road opposite the Black Horse public-house, passing thence along Liverpool-road, Bank Quay-road, Bank Quay Bridge, Sankey-street, and Market-gate, and terminating in the centre thereof. Tramway No. 2 will be a single line except (a) from 1 chain to 4 chains eastward of its commencement; (b) from a point opposite the Coach and Horses public-house, in the Liverpool-road, to a point 3 chains eastward thereof; (c) from a point 1½ chains west of Green-street, to a point 1½ chains east of that street; (d) in Sankey-street, from a point 1 chain west of Golborne-street to Market-gate. The total length of Tramway No. 2 is 1 mile, 2 furlongs 4.50 chains, of which 1 mile, 0 furlong 2.50 chains is single line, and 2 furlongs 2 chains is double line.

Tramway No. 3.—In the parish of Warrington, commencing at a point in Manchester-lane 4 chains south-west of the western corner of Warrington Cemetery, passing thence along Manchester-road, Church-street, Irlam-street, Buttermarket-street, and Market-gate, and terminating in the centre thereof. Tramway No. 3 will be a single line except (a) from 1 chain to 4 chains from its commencement; (b) from a point in Church-street 2 chains north-east of the lamp post therein, to a point 2 chains south-west therefrom; (c) in Buttermarket-street, from Scotland-road to Market-gate. The total length of Tramway No. 3 is 6 furlongs 8 chains, of which 5 furlongs 4.50 chains is single line, and 1 furlong 3.50 chains is double line.

Tramway No. 4.—Commencing in the parish of Grappenhall, at a point in Latchford-road opposite the Black Bear public-house, passing thence along Latchford-road, St. James's-street, Warrington Bridge, Bridge-street, and Market-gate, and terminating in the centre thereof, in the parish of Warrington. Tramway No. 4 will be a single line except (a) between points 8 and 11 chains respectively west of its commencement; (b) between points 5 and 8 chains respectively west of Grove-street; (c) from 1 chain east of Warrington Bridge, to Market-gate. The total length of Tramway No. 4 will be 1 mile, 0 furlong 4 chains, of which 5 furlongs 6 chains is single line and 2 furlongs 8 chains is double line.

Tramway No. 5.—Commencing in the parish of Great Budworth, at a point in the Wilderspool Causeway, opposite the Saracen's Head public-house, passing thence along Wilderspool Causeway, across the London and North-Western Railway, and terminating in the

parish of Grappenhall at a point in the Wilderspool Causeway, 1 chain south of the centre of Warrington Bridge. Tramway No. 5 will be a single line except (a) between points respectively 1.50 chains south, and 1.50 chains north of Black Lion Bridge; (b) from 2.50 chains from the centre of the London and North-Western Railway to the termination of the tramway. The total length of Tramway No. 5 is 5 furlongs 2.50 chains, of which 4 furlongs 1.50 chains is single line, and 1 furlong 1 chain double line.

The proposed tramways will be made, and pass from, in, through, or into the following parishes, townships, or extra-parochial places, or some or one of them, that is to say the township and parish of Warrington, in the county of Lancaster, and the township of Latchford, in the parish of Grappenhall, and the township of Appleton, in the parish of Great Budworth, in the county of Chester.

In the following instances the tramways will be laid along the several streets or roads hereinafter mentioned, so that for a distance of 30 feet or upwards less space than 9 feet 6 inches will intervene between the outside of the footpath in the said streets or roads hereinafter mentioned and the nearest rail of the tramway.

As to Tramway No. 1. In Winwick-street, on both sides thereof, between Pinner's Brow and a point 2 chains northward therefrom. In Horsemarket-street, on both sides thereof, from Town-hill to Market-gate.

As to Tramway No. 2. In Liverpool-road, on both sides thereof, from 1 chain to 4 chains east of the commencement of the tramway, and on the north side thereof, from opposite the Coach and Horses public-house for a distance of 3 chains eastward. In Liverpool-road, and Bank-quay-road, on the south side thereof, from a point $1\frac{1}{2}$ chains west, to a point $1\frac{1}{2}$ chains east of Green-street. In Sankey-street, from 1 chain west of Golborne-street to Market-gate.

As to Tramway No. 3. In Manchester-lane, on both sides thereof, from points 1 chain and 4 chains westward from the commencement of the tramway. In Buttermarket-street, on both sides thereof, from Scotland-road to Market-gate.

As to Tramway No. 4. In Latchford-road, on the south side thereof, from the commencement of the tramway for a distance of 1 furlong 6 chains, and on both sides thereof, from 1 chain west of Grove-street, to St. James's street and in St. James's street and Bridge-street, on both sides thereof, for the entire length of those streets.

As to Tramway No. 5. In Wilderspool Causeway, on both sides thereof, from a point 24 chains north of Black Lion-bridge, to a point 3 chains south of Waterloo-place, and between the Railway Level Crossing and the termination of the Tramway.

Each of the tramways hereinbefore described is intended to be constructed on a gauge of four feet, and it is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To empower the Company from time to time either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works in addition to those particularly specified in this notice, as may be necessary for or convenient to the efficient making of the proposed tramways, or any of them, or

for facilitating the passage of traffic along the streets, or for providing access to any stables, carriage houses, works, or buildings of the Company.

To authorise and empower the Company and all persons, corporations and companies lawfully using the proposed tramways, or any or either of them, to work such tramways for the purpose of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such by-laws as the Board of Trade may from time to time make, by locomotive, steam, or other engines, or other mechanical, or motive powers, in addition to, or in substitution for animal power.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend all or some of the provisions of that Act, and of the following among other Acts, "The Locomotive Acts, 1861," and "The Locomotives Act, 1865," or any Acts amending such Acts.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, 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 Lancaster, at his office at Preston, and with the Clerk of the Peace for the county of Chester, at his office at Chester.

And notice is also given, that on or before such 30th day of November instant, a copy of the plans and sections, and a copy of this Notice, and a published map with the line of the said tramways marked thereon, will be deposited at the office of the Board of Trade, Whitehall-gardens, and that a copy of such plans and sections, and a copy of this Notice will be deposited in the office of the Clerk of the Parliament, and in the Private Bill Office, and with the Town Clerk of the borough of Warrington, at his office at Warrington, and with the Clerk to the Warrington Union Rural Sanitary Authority, at his office at Warrington, and with the Clerk to the Runcorn Union Rural Sanitary Authority, at his office at Frodsham; and a copy of so much of the said plans and sections as relates to each of the parishes or townships or extra-parochial places in, through, or into which the proposed tramways will be made or pass, and also a copy of this Notice will, on or before such 30th day of November instant, be deposited for public inspection as follows:—That is to say, with the Parish Clerk of each 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.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the cost of one shilling for each copy to all persons applying for the same at the office of the undersigned, W. P. Slater, 3, King-street, Cheapside, in the city of London.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections, may do so by letter

addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 1st of January next ensuing; and copies of the objections must be sent to the promoters, addressed to the undersigned W. P. Slater, at 3, King-street, Cheapside, London, E.C., and the Notice to the Board of Trade must state that a copy of the objections has been so sent to the promoters.

Dated this 20th day of November, 1879.

W. P. Slater, 3, King-street, Cheapside,
London, E.C., Solicitor and Parliamentary Agent.

Board of Trade.—Session 1880.

Tramways Act, 1870.

Darlington Tramways.

(Construction of Tramways in the borough of Darlington, in the county of Durham).

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order to authorize the making, forming, laying down, and maintaining of the several tramways hereinafter described, or some or one of them respectively, with all necessary and proper rails, points, plates, sleepers, works, and conveniences, that is to say:—

Tramway No. 1 (1 mile 4 furlongs and 9 chains or thereabouts in length, of which 1 furlong and 5 chains or thereabouts is double line, and 1 mile 3 furlongs and 4 chains or thereabouts is single line), commencing in the roadway opposite the Darlington (Bank Top) Passenger Station of the North Eastern Railway, $1\frac{1}{2}$ chains or thereabouts south of Victoria-road, and passing thence in a northerly direction along the said roadway and into and along Victoria-road, Feetham's lane, the road (on the south side of the market place) leading from Feetham's-lane to Blackwell-gate, the road leading from Blackwell Gate to Northgate (on the west side of the market place, and between Prebend-row and High-row), Northgate, North-road, and Durham-road, and terminating in Durham-road half a chain or thereabouts south-west of Wales-street.

Tramway No. 1 will be a single line except at the following places, where it will be a double line:—

(1.) For a distance of $1\frac{1}{2}$ chains or thereabouts from its commencement.

(2.) In Victoria-road for a distance of 1 chain or thereabouts from Feetham's-lane.

(3.) In Feetham's-lane for a distance of 1 chain or thereabouts from Victoria-road.

(4.) In the road leading from Feetham's-lane to Blackwell Gate for a distance of 1 chain or thereabouts, from the road leading from Blackwell-gate to Northgate.

(5.) In the road leading from Blackwell-gate to Northgate, for a distance of 1 chain or thereabouts from the road leading from Feetham's-lane to Blackwell-gate, and between points $3\frac{1}{2}$ chains or thereabouts, and $1\frac{1}{2}$ chains or thereabouts south of Priestgate.

(6.) In Northgate from opposite Union-street for a distance of 2 chains or thereabouts northward.

(7.) In Northgate or North-road, between points $1\frac{1}{2}$ chains or thereabouts south and half a chain or thereabouts north of Lambton-street.

(8.) In Northgate or North-road between MacNay-street and 2 chains or thereabouts north thereof.

(9.) For a distance of $1\frac{1}{2}$ chains or thereabouts from its termination.

Tramway No. 2 (7 furlongs and 6 chains or thereabouts in length, of which $7\frac{1}{2}$ chains or thereabouts is double-line, and 6 furlongs $8\frac{1}{2}$ chains or

thereabouts is single line) commencing by a junction with Tramway No. 1 in the road leading from Blackwell-gate to Northgate, opposite the south side of Priestgate, and passing thence in a north-westerly direction along the said road and into and along Bondgate and Cockerton-road, and terminating in that road half a chain or thereabouts south east of the guide post at Cockerton Bridge End.

Tramway No. 2 will be a single line except at the following places, where it will be a double line:—

In Cockerton-road at the following places between the respective points following (that is to say):—

(A). Half a chain or thereabouts and $2\frac{1}{2}$ chains or thereabouts west of Greenbank-road. (B). Six chains or thereabouts and 8 chains or thereabouts west of the entrance to Trinity Church. (C). Two and a quarter chains or thereabouts and $4\frac{1}{2}$ chains or thereabouts north-west of the entrance to Pierremont. (D). For a distance of $1\frac{1}{2}$ chains or thereabouts from its termination.

Tramway No. 3 (5 furlongs $8\frac{1}{2}$ chains or thereabouts in length, of which $5\frac{1}{2}$ chains or thereabouts is double line, and 5 furlongs 3 chains or thereabouts is single line), commencing by a junction with Tramway No. 2 in Bondgate, $4\frac{1}{2}$ chains or thereabouts west of Commercial-street, and passing into and along Skinnergate and Grange-road and terminating in that road opposite the road leading to the public park.

Tramway No. 3 will be a single line except at the following places, where it will be a double line:—

In Grange-road at the following places, between the respective points following (that is to say):—

(A). Two chains or thereabouts and 4 chains or thereabouts south of Northumberland-street. (B). Opposite the entrance to the grounds of Polam Hall, and 2 chains or thereabouts north-east thereof. (C). For a distance of $1\frac{1}{2}$ chains or thereabouts from the termination of the tramway.

Tramway No. 4. (Three furlongs $8\frac{1}{2}$ chains or thereabouts in length, of which $3\frac{1}{2}$ chains or thereabouts is double line, and 3 furlongs and 5 chains or thereabouts is single line) commencing by a junction with Tramway No. 1 in the road leading from Blackwell-gate to Northgate, $3\frac{1}{2}$ chains or thereabouts south of Priestgate, and passing thence into and along the road between the road leading from Blackwell-gate to Northgate and Parkgate (immediately to the north of the Market Place, Church-row, passing over the bridge over River Skerne and Park-row), and along Parkgate and the road under the North Eastern Railway, leading from Parkgate to Saint John's Church, and terminating opposite the western entrance to that Church, $2\frac{1}{2}$ chains or thereabouts south-east of Adelaide-street.

Tramway No. 4 will be a single line, except at the following places, where it will be a double line.

(1.) In the road between the road leading from Blackwell-gate to Northgate and Parkgate between points $5\frac{1}{2}$ chains or thereabouts, and $3\frac{1}{2}$ chains or thereabouts north-west of Park-street.

(2.) For a distance of $1\frac{1}{2}$ chains or thereabouts from its termination.

Tramway No. 5. (One furlong $6\frac{3}{4}$ chains or thereabouts in length, of which $1\frac{1}{2}$ chains or thereabouts is double line, and 1 furlong and $5\frac{1}{2}$ chains or thereabouts, is single line) commencing in Northgate or North-road, by a junction with Tramway No. 1 opposite the south end of Lister's-buildings, and passing thence into and along Station-road, and into and terminating in the roadway opposite the Stockton and Darlington Passenger Station of the North Eastern Railway, 2 chains or thereabout

south-east of the south-east corner of the verandah over the entrance to the said Stockton and Darlington Station.

Tramway No. 5 will be a single line, except for a distance of $1\frac{1}{2}$ chains or thereabouts from its termination, where it will be a double line.

Tramway No. 6. (Being a short junction single line, $2\frac{1}{2}$ chains or thereabouts in length), commencing in Northgate by a junction with Tramway No. 1, $2\frac{1}{2}$ chains or thereabouts north of Priestgate, and terminating in Bondgate by a junction with Tramway No. 2 three-quarters of a chain or thereabouts east of Commercial-street.

The above tramways will pass from, through, or into, or be situate in the parish and borough of Darlington, in the county of Durham.

At the following places it is proposed to lay the tramways, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned and the nearest rail of the tramway (that is to say):—

Tramway No. 1.

On both sides for a distance of $1\frac{1}{2}$ chains from its commencement.

In Victoria-road, on both sides for a distance of 1 chain from Feetham's-lane.

In Feetham's-lane, on both sides for a distance of 1 chain from Victoria-road.

In Northgate, on both sides between points respectively $3\frac{1}{2}$ chains and 5 chains north of Priestgate.

Tramway No. 3.

In Skinnergate, on the west side between Bondgate and Duke-street.

In Grange-road, on both sides from the entrance to the grounds of Polam Hall for a distance of 2 chains north-east thereof.

Tramway No. 4.

In the road between the road leading from Blackwell-gate to Northgate and Parkgate, on the south side (a), between points respectively 1 chain west of the west side of Bridge-row, and $4\frac{1}{2}$ chains north-west of Park-street; and (b) between Park-street and Park-row.

In the road leading from Parkgate to St. John's Church, on the east side for a distance of 2 chains east of the east side of the bridge of the North Eastern Railway.

Wherever in this Notice any point or distance is described by reference to, or in the direction or distance from any street, road, or other place (other than any side thereof), the point or distance so described is measured from the centre of the respective street, road, or place, and along the proposed line of tramway.

Each tramway is intended to be constructed on a gauge of 3 feet, and the carriages intended to be used thereon will extend beyond the outer edge of the wheels of such carriage more than 11 inches on each side.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

The Provisional Order will also provide for all or some of the following objects, that is to say:—

To authorize, or to authorize and require, the promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of their tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, or carriage sheds, or works, or buildings of the promoters.

To enable the promoters for all or any of the purposes of the undertaking, to purchase or acquire

by compulsion or agreement, or to take easement or over lands and houses, and to erect offices, buildings, or other conveniences on any such lands:

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

To enable the promoters and any body corporate or persons having respectively the duty of directing the repairs, or the control, or management of the said streets, roads, and places respectively, and any owners or lessees of any other tramways to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any roads or streets upon or along which the same or any part thereof are or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic on and along the same or any part thereof.

To enable the promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers and goods and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

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

To vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with any of the objects of the Provisional Order, and to confer other rights and privileges.

To incorporate with the Provisional Order, and to extend and apply to the tramways and works above described, all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or may be deemed expedient, to alter, amend, or repeal the provisions or some of the provisions of that Act.

And notice is hereby further given, that plans, and sections of the proposed tramways and works, and a copy of this advertisement, 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 of the county of Durham, at his office in Durham, and with the town clerk of the borough of Darlington, at his office in Darlington, and a copy of the same plans, sections, and advertisement, and a map of the town of Darlington, with the lines of the intended tramways delineated thereon, together with a diagram, will on or before the said 30th day of November instant, be deposited for public inspection at the Board of Trade in Whitehall Gardens, and that a copy of the said advertisement, plans, and sections, will also on or before the said 30th

day of November instant, be deposited for public inspection with the parish clerk of the parish of Darlington, at his residence.

All Companies, Corporations, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the 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 1st day of January next ensuing, and a copy of any such objection must at the same time, be sent to the promoters on their behalf, and that in forwarding to the Board of Trade any such objection the objectors or their agents should state that a copy of the same has been sent to the promoters or their agents.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade, on or before the 23rd day of December next, and printed copies thereof when deposited, and of the Provisional Order when made, will be furnished (at the price of One Shilling for each copy), to all persons applying for the same, at the offices of the undersigned.

Dated this 19th day of November, 1879.

Tahourdin and Hargreaves, 1, Victoria-street, Westminster.

Board of Trade—Session 1880.

Croydon Tramways.

(Construction of Additional Tramways in Parish of Croydon—Compulsory User of Streets, Roads, &c.—Tolls—Provisions for User of Streets Traversed—Use of Steam or other Mechanical Power on Tramways of Company—Agreements with Street and other authorities—Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, by or on behalf of the Croydon Tramways Company (in this notice called "the Company") for a Provisional Order under "the Tramways Act, 1870," for the purposes, or some of the purposes following, that is to say:—

I. To authorise the Company to construct and maintain the street tramways hereinafter described, or some or one of them, with all necessary and proper works and conveniences connected therewith.

II. Where in the description in this notice of any of the proposed tramways reference is made to the intersection or junction of streets or roads the point of intersection or junction as the case may be, is (except where otherwise expressed) to be taken as the point at which lines drawn along the centres of the streets or roads, and if need be produced, would intersect each other.

III. The tramways proposed to be authorised by the Order are wholly situate in the parish of Croydon, in the county of Surrey, and are as follows:—

A Tramway (No. 1), commencing by a junction with the existing tramway of the Company, at a point in the London-road, 18 links or thereabouts south of the junction of the southern corner of Brigstock-road with the London-road, passing thence along the London-road to its junction with the Brigstock-road; thence in a north-easterly direction along the Brigstock-road and Collier's Water-lane, over the railway bridge in that lane, thence along High-street, New Thornton Heath, and White Horse-road, over the railway bridge in that road, and terminating by a junction with the authorised tramway of the Company in White Horse-road, at a point immediately opposite the southern corner of the Selhurst-road, where that road joins White Horse-road.

Tramway (No. 1) will be laid as a single line,

No. 24787.

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except between the following points, where it will be laid as a double line:—

In Brigstock-road, between a point 19 links and a point 2 chains 19 links north-east of the junction of Brigstock-road with the London-road, and between a point 33 links, and a point 1 chain 83 links south-west of the junction of Collier's Water-lane with Brigstock-road.

In Collier's Water-lane, between a point 45 links and a point 1 chain 95 links north-east of the junction of Beulah-road East with Collier's Water-lane.

In High-street, New Thornton Heath, between a point 75 links west and a point 75 links east of the point immediately opposite the centre of Gillett-road, where it joins High-street, New Thornton Heath.

In High-street, New Thornton Heath, and White Horse-road, between a point 75 links north-west, and a point 75 links south-east of the point opposite the centre of the sign-post at the junction of High-street, New Thornton Heath, and White Horse-road.

In White Horse-road, between a point opposite the northern corner of the junction of Pawson's-road with Windmill-road, and a point 1 chain 50 links of the first-named point.

In White Horse-road, between a point 20 links north of the northern corner of the junction of Windmill-road with White Horse-road, and a point opposite the junction of the southern corner of Selhurst-road with White Horse-road.

The total length of Tramway No. 1 is 1 mile 7 furlongs 0.30 chains, consisting of 1 mile 5 furlongs 9.20 chains of single line, and 11.10 chains of double line.

Tramway (No. 2) commencing at a point in St. James'-road East, 30 links west of the western junction of that road with Clyde-road, passing thence in a westerly direction along St. James'-road East to its junction with Cherry Orchard-road, thence along Cherry Orchard-road to its junction with Addiscombe-road, thence in a westerly direction along Addiscombe-road and along George-street to its junction with North End, thence along North End and terminating by a junction with the authorised tramway of the Company in North End, at a point, 18 yards or thereabouts, to the north of the northern corner of Crown Hill, at its junction with North End.

Tramway (No. 2) will be a single line, excepting between the following points, where it will be laid as a double line:—

In St. James'-road East, between a point 30 links and a point 1 chain 80 links west of the junction of the western corner of Clyde-road with St. James'-road East.

In St. James'-road East, between a point opposite the eastern corner of the junction of Morland-road with St. James'-road East, and a point 1 chain 50 links west of the first named point.

In Cherry Orchard-road, between a point opposite the northern corner of the junction of Cross-road with Cherry Orchard-road, and a point opposite the northern corner of the junction of Oval-road with the Cherry Orchard-road.

In Addiscombe-road, between a point opposite the western corner of the junction of Dingwall-road with Addiscombe-road, and a point 1 chain 50 links west of the first-named point.

In Addiscombe-road between a point opposite the eastern corner of the junction of Wellesley-road with Addiscombe-road and a point 2 chains 50 links east of the first named point.

The total length of Tramway No. 2 is 1 mile 2 furlongs 2.75 chains, consisting of 1 mile 4.75 chains of single line and 18 chains of double line.

The intended tramways will be so laid that between the points mentioned below in connection

with those tramways respectively, a less space than 9 feet 6 inches will for a distance of 30 feet and upwards intervene between the outside of the footpath on the side or sides of the road specified in each instance and the nearest rail of the tramway.

In Brigstock-road on both sides thereof between the south-western termination of Brigstock-road and a point 5 chains north-east of that termination.

In Brigstock-road, on both sides thereof, between a point 33 links and a point 1 chain 83 links south-west of the junction of that road with Collier's Water-lane.

In Collier's Water-lane, on the south-east side thereof, between the junction of that lane with Bensham-lane, and a point 1 chain 50 links south-west of the junction of Collier's Water-lane with Beulah-road East.

In Collier's Water-lane, on the south side thereof, between a point 75 links north-east of the eastern corner of the junction of that lane with the road leading to Thornton Heath Railway Station, and a point 80 links south-west of the junction of that lane with Parchmore-road.

In High-street, New Thornton Heath, on the north side thereof, between the western termination of High-street, New Thornton Heath, and a point 75 links west of the western corner of the junction of that street with Grange-road.

In White Horse-road, on the north side thereof, between the eastern corner of White Horse-lane and the junction of White Horse-road with Pawson's-road, and between the southern corner of the junction of Saxon-road with White Horse-road, and the northern corner of the junction of Selhurst-road with White Horse-road.

In St. James's-road East, on both sides thereof, between a point 30 links, and a point 1 chain 80 links west of the junction of the western corner of Clyde-road, with St. James's-road East.

In Cherry Orchard-road, on the both sides thereof for the whole length of that road.

In Addiscombe-road, on both sides thereof, between Cherry Orchard-road and Wellesley-road.

In George-street, on both sides thereof, for the whole length of that street.

In North-end, on the east side thereof, between a point opposite the junction of George-street with North-end, and a point 82 links from the southern corner of Crown-hill at its junction with North-end.

IV. To authorise and empower the Company from time to time, to enter upon and open and break up the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, lanes, highways, public roads, ways, footpaths, rivers, canals, streams, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus, within the parishes of Croydon, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the Order.

V. To enable the Company for all or any of the purposes of the proposed tramways and works, to purchase or acquire by agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

VI. To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works 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.

VII. To make provision as to the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, plates, sleepers, or works may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates, sleepers, or works may be laid.

VIII. To provide for and regulate the user by the Company for the purposes of the Order, 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.

IX. To reserve to the Company the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

X. To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

XI. To prohibit except by agreement with the Company, or upon terms to be prescribed by the Order, the use of the proposed tramways and works by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons and corporations for the use of the said tramways and works, with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

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

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

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

XV. To authorise the Company and all persons, corporations, and companies using the

tramways of the Company authorised by the Croydon Tramways Act, 1878, and the tramways to be authorised by the Order to work those tramways, or some or one of them for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Order, by means of steam or other mechanical or motive power, subject to such conditions and restrictions as may be provided in the Order.

XVI. To enable the Company and any vestry, district boards, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, or 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.

XVII. To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this notice above mentioned.

XVIII. To enable the Company for the purposes of the proposed tramways and works, and of the Order, and for the general purposes of their undertaking, to apply any capital or funds now belonging to them, or which may hereafter belong to them, or come under their control, or which they are authorised to raise under the Croydon Tramways Act, 1878, and to raise further moneys by shares and stock (ordinary or preferential, or both), and by borrowing.

XIX. To vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the intended Order or any of them, and to confer all necessary powers, rights, and privileges for carrying the same into effect.

XX. To amend, extend, and enlarge, or to repeal, so far as may be necessary for the purposes of the intended Order all or some of the provisions of the Croydon Tramways Act, 1878; the Locomotive Act, 1861; the Locomotive Act 1865; the Tramways Act, 1870, 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.

XXI. And notice is hereby further given, that plans and sections of the proposed tramways and works will be deposited, on or before the 29th day of November instant, at the office of the Board of Trade, and for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington-causeway, in the said county, with the Clerk of the Local Board of Health for the District of Croydon, at his office High-street, Croydon, and with the parish clerk of Croydon, at his residence. Each such deposit will be accompanied by a copy of this notice, as published in the London Gazette.

XXII. The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the offices of W. H. Rowland, Solicitor, Croydon.

XXIII. Every company, corporation, or person 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 1st day of January next, and copies of their objections must at the same time be sent to the Promoters, at the aforesaid offices of W. H. Rowland; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 21st day of November, 1879.

W. H. Rowland, Solicitor for the Order.

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

In Parliament—Session 1880.

Ramsgate and Margate Tramways, 1879.

(Extensions, Amendment of, Act, Deviations of Authorised Lines of Tramway, Additional Capital, power to use Animal, Steam, or other Mechanical Power, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill and to pass an Act for the following or some of the following among other purposes, viz.:—

To enable the Ramsgate and Margate Tramways Company, hereinafter referred to as the Company, to make and maintain the tramways and passing places hereinafter described, or some of them, with all the necessary and proper rails, plates, sleepers, works and conveniences connected therewith, and to enable the Company to make, lay down, and construct the tramways in some parts thereof as a double line, with crossings and sidings at such convenient places as may be deemed necessary for facilitating the traffic upon and over the said intended tramways in the parishes or places hereinafter mentioned, that is to say:—

Tramway No. 1.—A double line and an extension of the authorised tramways, 2 furlongs 6.65 chains long, commencing at a point in Hereson-road, in the parish of St. Lawrence, near the south-westerly end of the said road, and the north-easterly side of Victoria-road, where that road intersects the Hereson-road, passing thence through King-street and terminating at the junction of that street with the High-street, opposite the Town Hall, in the parish of Ramsgate.

Tramway No. 2.—A single line, 1 furlong 4.65 chains in length, commencing at a point in King-street on No. 1 Tramway, in the parish of Ramsgate, 20 yards from the Bench mark on the store-house, opposite Newcastle-hill, measured in a southerly direction, and proceeding through Turner-street and Broad-street, and terminating by a double junction with Tramway No. 1 in King-street at points seven yards, measured in a south-easterly direction, and 11 yards measured in an easterly direction respectively, from the Bench mark on the south side of the easterly end of Broad-street, in the parish of Ramsgate.

Tramway No. 3.—A single line, 1 furlong 7 chains in length, in Hereson-road, in the parish of St. Lawrence, commencing at a point on the authorised tramway, opposite Mr. Farley's entrance gate, in the said road, and forming a double line with the authorised tramway, and terminating in a line with No. 1 Tramway, at a point in Hereson-road, in the parish of St. Lawrence, near the south-westerly end of the said road and the north-easterly side of Victoria-road, where that road intersects the Hereson-road.

Tramway No. 4.—A deviation, 1 furlong 6·80 chains long, commencing at a point on the authorised line of tramways on the road from Ramsgate to St. Peter's, 1·30 chains from the telegraph post at the south-east corner of Dumpton Park, in the parish of St. Peter the Apostle, measured in a southerly direction, and terminating by a junction with the authorised line of tramways at a point opposite the junction of the same road with the footpath leading from the Brown Jug public-house to Broadstairs.

Tramway No. 5.—A passing place, $2\frac{1}{2}$ chains long, on the road from St. Peter's to Ramsgate, and forming junctions with the authorised line at points 14 and 69 yards respectively from the guide post on the corner formed by the intersection of that road and the road from Bromstone to Broadstairs, measured in a south-easterly direction, in the parish of St. Peter the Apostle.

Tramway No. 6.—A deviation, 3 furlongs 6·50 chains, commencing at a point on the authorised line of tramways on the road from Ramsgate to St. Peter's, 14 yards from the guide post on the corner formed by the intersection of that road and the road from Bromstone to Broadstairs, in the parish of St. Peter the Apostle, measured in a south-easterly direction, passing through Mr. Howes's field, Gladstone-road, and terminating by two junctions with the authorised line, on the road from St. Peter's to Broadstairs, $6\frac{1}{2}$ yards from the corner formed by the intersection of the line of frontage of the Gladstone-road and the road from St. Peter's to Broadstairs, measured in a north-westerly direction, and $15\frac{1}{2}$ yards respectively, in a south-easterly direction, from the same point, in the parish of St. Peter the Apostle.

Tramway No. 7.—A deviation, 1 furlong 9·4 chains, commencing at a point directly opposite the south-west corner of the garden wall of the Albion public-house, on the authorised line, in the parish of St. Peter the Apostle, and terminating by two junctions with the authorised line on the road from Ramsgate to St. Peter's, $5\frac{1}{2}$ yards measured in a northerly direction, and $14\frac{1}{2}$ yards in a southerly direction respectively from the boundary stone on the south-west corner of the field known as Worin's Paddock.

Tramway No. 8.—A loop line, $14\frac{1}{2}$ yards, connecting the authorised lines of tramways at the junction of footpath from St. Peter's to Bromstone and the road from Ramsgate to St. Peter's, in the parish of St. Peter the Apostle, commencing at a point 9 yards from the said junction, measured in an easterly direction, and terminating in a westerly direction, 9 yards from the same point in the said parish.

Tramway No. 9.—A passing place, $2\frac{1}{2}$ chains long, on the road from St. Peter's to Margate, in the parish of St. John the Baptist, commencing at a point on the authorised line of tramway, 4 chains from the boundary of the parish of St. Peter the Apostle, measured in a north-westerly direction along the same road and terminating by a junction with the authorised line in the same direction, and in the parish of St. John the Baptist.

Tramway No. 10.—An extension, four furlongs long, commencing at a point on Marine-terrace, Margate, in the parish of St. John the Baptist, 11 feet from the drinking fountain on Marine-terrace, measured in a southerly direction, and proceeding along Marine-terrace, forming junctions and in line with the authorised passing place on the said Marine-terrace, and thence

along the New Embankment, Marine Drive, or Parade, and terminating at a point 7 yards from the south-west corner of the Ship Inn, measured in a westerly direction in the said parish.

No. 10a.—A passing place, commencing and terminating on No. 9 Tramway, at points three and two and-a-half chains and one chain respectively from the termination of No. 9 Tramway, measured in a southerly direction, in the parish of St. John the Baptist.

Each tramway, unless otherwise described in this notice, is intended to consist of a single pair of rails of the gauge of 2ft. 6in. and a half.

It is not intended to run on any of the proposed tramways carriages or trucks adapted for use on railways.

The whole of the tramways hereinbefore described will be situate in the county of Kent.

To enable the Company to acquire by compulsion or otherwise, or to take on lease lands, buildings, and hereditaments or rights or easements therein for the purposes of the Bill, and to erect on lands so to be acquired offices, stables, and buildings and other conveniences, and to dispose by way of sale, letting, or otherwise of any lands or hereditaments acquired and erected by them.

To authorise the temporary occupation by the Company of lands and buildings for the purposes of the Bill, and to incorporate all or some of the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands or to make other provisions with reference thereto.

To empower the Company by compulsion or otherwise and either temporarily or permanently to enter upon, break up, and use, and to alter, divert, remove, and interfere with streets, roads, or other thoroughfares, ways, footpaths, water-courses, sewers, drains, pavements, water, gas, or other pipes, and electric telegraph pipes, tubes, and apparatus within the said parishes or places for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the intended tramways and works or of substituting others in their place or for other purposes of the Bill.

To enable the Company when by reason of the execution of any work in or the alteration of any street, road, or other thoroughfare, through or along which any tramway belonging to the Company is laid it is necessary or expedient to remove, alter, or discontinue the use of any such tramway or any part thereof from time to time, to make and lay down in the same or any adjacent or convenient street, road or other thoroughfare in the said parishes or places and to maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so required to be removed or discontinued to be used or found expedient so to be.

To empower the Company to lay down, make, and maintain, from time to time, such junctions, curves, crossings, turnouts, and other works as they may find necessary for the due and satisfactory working of their tramways, or for facilitating the traffic of the streets or roads in which the same are laid, subject to such restriction as regards the position and extent of such junctions, curves, crossings, turnouts, and other works as may be prescribed in the Bill.

To enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the said intended tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to

confer, vary or extinguish exemptions from the payment of tolls, rates, and charges.

To reserve to and confer upon the Company exclusive rights to use upon the said intended tramways, all or any of them, carriages with flange wheels, or otherwise suitable or adapted for running upon an edged or grooved rail or rails, and to prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the said intended tramways by persons, Companies, or Corporations, other than the Company, with carriages having flanged wheels, or otherwise suitable or adapted for running upon an edged or grooved rail or rails, or upon the said tramways, and to authorise and give effect to agreements between the Company and any other persons, Companies, and Corporations, for the use, or purchase, or lease of the tramways of the Company by such other persons, Companies, and Corporations, and to enable them to use with such carriages as aforesaid, and to confer all necessary powers in that behalf, and to confirm any agreement or agreements in reference thereto.

To enable the Company on the one hand and any other parties (whether bodies corporate or persons) having the direction of the repair or having the control or management of any of the streets, roads, or other thoroughfares hereinbefore mentioned, to enter into agreements with reference to all, or any, of the purposes of the Bill, and with respect to the laying down, maintaining, renewing, repairing, working, and using of the said intended tramways, and the rails, plates, chairs, sleepers, pavements and works connected therewith within their respective districts, and with reference to the acquisition by, or transfer to, any such parties of the powers of the Bill relating to any tramway or tramways to be laid down in their respective districts, or of any such tramways when laid down by the Company, and for facilitating the passage of traffic and carriages over or along the same, and to confirm or give effect by the Bill to any such agreements which may have been, or may be, made before the passing of the Bill into an Act.

To confer upon the Company on the one hand, and the several Corporate bodies in the district through which the tramways are to be laid, power to enter into mutual arrangements with regard to the construction of the authorised and proposed tramways and all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the Bill, and to vary and extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer, vary, and extinguish other rights and privileges.

To authorise the Company and all persons, Corporations, and Companies lawfully using the tramways to be authorised by the intended Act as well as the tramways authorised by "The Ramsgate and Margate Tramways Act, 1879," or any of them to work such tramways for the purposes of traffic of every description or for the purposes of such traffic as the Company may be authorised to carry by means of locomotives steam or other engines or other mechanical or motive power in addition to or in substitution for animal power and for those purposes the Bill will amend or repeal all or such part of "The Ramsgate and Margate Tramways Act, 1879," and of any public or local Act now in force in any parish, township, or extra-parochial or other place hereinbefore mentioned as may interfere with any of the objects and purposes of the intended Act.

To authorise the Company to raise additional capital by ordinary or preference shares or stock and to borrow further moneys.

To extend the time for the completion of the tramways authorised by "The Ramsgate and Margate Tramways Act, 1879."

The Bill will incorporate with itself all or some of the provisions of "The Tramways Act, 1870," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," and "The Railways Clauses Consolidation Act, 1845."

In the several instances shown on the deposited plans, the tramways will be laid so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of the streets or roads and the nearest rail of the tramways.

And notice is hereby further given that before the 30th day of November, 1879, plans and sections of the said intended tramways, 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 Kent, at his office at Maidstone: and that before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to each parish and extra-parochial place in or through which the said intended tramways, or any part thereof, will pass or be made, with a copy of the said "Gazette" notice will be deposited with the Parish Clerk of such parish at his residence, and in the case of any extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the Bill will previously to the 21st day of December, 1879, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1879.

P. Burdett Cunningham, 7, Golden-square,
London, W., Solicitor for the Bill.

In Parliament.—Session 1880.

Cobham Railway.

(Incorporation of Company; Construction of Railways between Surbiton and Cobham, in Surrey; Compulsory Purchase of Lands; Powers to Levy Tolls and Rates; Working and other Arrangements with the South-Western Railway Company; Running Powers and Facilities over portions of the same Railway; Amendments of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for all or some of the following among other objects, powers and purposes (that is to say): To incorporate a Company, hereinafter referred to as "the Company," and to enable them to make and maintain the Railways hereinafter described or some of them, or some part or parts thereof, together with all necessary and convenient stations, sidings, junctions, approaches, bridges, roads, and all other incidental works and conveniences connected therewith (that is to say):—

- (1.) A Railway (hereinafter called No. 1), commencing in the parish of Church Cobham, at a point near to the intersection of the street Cobham-road with Hog's Hill-lane on the north side of the latter, and terminating in the parish of Thames Ditton by a junction with the London and South Western Railway at a point 20 chains or thereabouts from the signal-box at the Hampton Court

Branch Junction with the main line measured along the centre of the said railway in a westerly direction in the parish of Thames Ditton, all in the county of Surrey.

- (2.) A Railway (hereinafter called No. 2), commencing in the parish of Thames Ditton by a junction with the Railway No. 1 hereinbefore described, at a point 4 chains or thereabouts distant from the centre of the embankment of the London and South Western Railway, measured at right angles therefrom at a distance of $6\frac{1}{2}$ chains or thereabouts measured in an easterly direction from the centre of the bridge carrying the said railway over Portsmouth-road, and terminating in the parish of Kingston-on-Thames at the siding of the London and South Western Railway, adjoining Surbiton Station on the south side of the main line and close to the bridge carrying the said railway over the Brighton-road, all in the county of Surrey.

All which railways, and the stations, works, and conveniences connected therewith respectively, pass from, through, and into, or be situate within the parishes, townships, and extra-parochial or other places following, or some one of them, that is to say:—Cobham, Church Cobham, Street Cobham, Stoke L'Abernon, Esher, Claygate, Thames Ditton, Long Ditton, Surbiton, and Kingston-upon-Thames, all in the county of Surrey.

It is intended by the Bill to take parts of certain lands being or reputed to be commons or commonable land, known respectively by the names hereinafter mentioned, and it is estimated that the quantities of such lands specified in each case will or may be taken—Of the Little Heath in the parish of Cobham, 3 acres; of Oxshot Heath in the parish of Cobham, 7 acres; of Arbrook Common in the parish of Thames Ditton, $1\frac{1}{2}$ acres.

To authorise the Company to purchase and take by compulsion or otherwise, and to hold any lands, houses, and property required for the purpose of the intended railways and other works in any of the before-mentioned parishes, townships, extra-parochial and other places.

To alter, vary, or extinguish all existing rights, privileges and easements connected with any such lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Bill, 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 other rights and privileges.

To authorise the crossing on the level, or over, or under, and 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, tram-roads, 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 Bill, and to appropriate the sites thereof respectively to the use of the Company and the purposes of their undertaking. To deviate laterally from the lines of railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorised by the Bill.

To enable the Company to levy tolls, rates, and charges for or in respect of the use of the pro-

posed railways and works, and for the conveyance of traffic thereon, and to confer exemptions from the payment of such tolls, rates, and charges as may be thought expedient.

To authorise the Company on the one hand, and the South Western Railway Company on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance of all or any part of the intended railways and works, the supply of rolling stock, and machinery, and of officers and servants for the purposes of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, 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 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 contracts, agreements, 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.

To vary and extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

And it is intended to incorporate with the Bill the necessary provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Consolidation Act, 1845, and the Lands Clauses Acts, 1860 and 1869, the Railways Clauses Consolidation Act, 1845, and the Railway Clauses Act, 1863, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions of the several local and personal Acts of Parliament following, that is to say, 4 and 5 William IV, cap. 88, and of any other Acts relating to the London and South Western Railway Company.

To empower the Company and all Companies and persons lawfully using the intended railways or any part or parts thereof, to run over and use with their engines and carriages, wagons, and trucks, officers and servants, and for the purposes of traffic of every description, so much of the London and South Western Railway as is situate or lies between the junction therewith of the intended railway and the Surbiton station of the London and South Western Railway, including that station, together with all sidings, buildings, offices, approaches, water supplies, telegraphs, signals, machinery, works, and conveniences on, or connected, or used with the said portion of railway and station, upon such terms and conditions and on payment of such toll, rates, and charges as may from time to time be agreed on between the Companies interested, or as in default of agreement, shall be settled by arbitration or shall be prescribed by the Bill, and to require and compel the London and South Western Company to afford all requisite facilities for that purpose, and to authorise the Company and all other Companies and persons as aforesaid to levy tolls, rates, and charges for the traffic conveyed by them over the said portion of railway, and to alter and restrict the tolls, rates, and charges now authorised to be taken thereon.

And notice is also hereby given that plans and sections of the proposed railways and works, and of the lands and houses proposed to be taken, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees and occupiers of such lands and houses, together with an Ordnance map with the line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in the said 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 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 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 13th day of November, 1879.

Stephens, Langdale, and Turner, 30, Bedford-row, in the county Middlesex, Solicitors for the Bill.

W.H. Stephens, 45, Parliament-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1879-1880.

Brentford and Isleworth Tramways Extensions.
(Construction of Additional Street Tramways in the Parishes of Heston, Isleworth, and Twickenham, in the county of Middlesex; Increase of Capital; Additional Powers; Compulsory Taking of Lands; Power to Widen certain Roads and County Bridges; Compulsory User of Streets; Tolls; Provisions for User of Streets Traversed; Agreements with Street and other Authorities, &c.; Amendment of Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of the Brentford and Isleworth Tramways Company (in this notice called "the Company") for an Act to effect the purposes, or some of the following purposes, that is to say:—

I.—To authorize the Company to construct and maintain the street tramways hereinafter described, or some or one of them, with all necessary and proper works and conveniences connected therewith, situate wholly in the county of Middlesex.

II. Wherein the description in this notice of any of the proposed tramways reference is made to the intersection or junction of streets or roads the point of intersection or junction, as the case may be, is to be taken as the point at which lines drawn along the centres of the streets or roads, and if need be produced, would intersect each other.

III.—The tramways proposed to be authorized are the following, viz.:—

Tramway No. 1.—Commencing by a junction with the authorized Brentford and Isleworth Tramway at Bush Corner, where the said tramway turns toward Isleworth, thirty-six chains west of the commencement of the said Brentford and Isleworth Tramway, and terminating at a point in the road opposite and in a line with the

west flank wall of the Hussar Public-house, in the parish of Isleworth.

Tramway No. 1A (single line).—Commencing at a point in the centre of the road opposite and in a line with the east flank wall of Wrotham House, and terminating at a point in the centre of the road, measured in a westerly direction, two chains from the commencement of the above tramway.

Tramway No. 1B (single line).—Commencing at a point in the centre of the road opposite and in a line with the west flank wall of Clydesdale House, and terminating at a point in the centre of the road opposite and in a line with the west flank wall of Cedar Lodge.

Tramway No. 1C (single line).—Commencing at a point in the centre of the road opposite and in a line with the east flank wall of the Milford Arms Hotel, and terminating at a point in the centre of the road opposite and in a line with the west flank wall of Carlton Villa.

Tramway No. 1D (single line).—Commencing at a point in the centre of road opposite, and in a line with the east flank wall of Alderwick-terrace, and terminating at a point in the centre of the road opposite and in a line with the west flank wall of the said terrace.

Tramway No. 1E (single line).—Commencing at a point opposite and in a line with the division wall between 89 and 90, High-street, Hounslow, in the centre of the road, and terminating at a point in the centre of the road opposite and in a line with the west flank of the Prince Regent Public-house.

Tramway No. 1F (single line).—Commencing five yards west of a point opposite and in a line with the eastern flank wall of Argyle House, and terminating on the southerly side of the fountain situated at the junction of the Bath and Straines Roads, at a point opposite and in a line with the west flank wall of the butcher's shop No. 269, in the High-street.

Tramway No. 1G (single line).—Commencing at a point in the centre of road opposite and in a line with the west flank wall of the most westerly of Belle Vue-villas, in the Staines-road, and terminating at a point in the centre of the road at a point two chains, measured in a westerly direction, from the aforesaid point.

Tramway No. 1H (single line).—Commencing at a point in the centre of the road opposite and in a line with the east flank wall of a public-house called the Light House Inn, and terminating at a point in the parish of Isleworth, opposite and in a line with the west flank wall of the Hussar Public-house.

Tramway No. 2 (single line).—Commences at a point in the centre of the road opposite and in a line with the eastern flank wall of Argyle House, and running down the Bath-road, through the parish of Heston, and terminating at a point in the road opposite and in a line with the west garden fence to Laburnum House.

Tramway No. 2A (single line).—Commencing five yards west of a point opposite and in a line with the east flank wall of Argyle House, and terminating at a point in the centre of the road in a line with the east front wall of shop occupied by Messrs. Pentelow and Sons, at intersection of main roads.

Tramway No. 2B (single line).—Commencing at a point opposite and in a line with the east flank wall of No. 1, Western-villas, terminating at a point in the centre of the road opposite and in a line with the west flank wall of No. 4, Western-villas.

Tramway No. 2C (single line).—Commencing at

a point in the centre of the road opposite and in a line with the east flank wall of Blenheim House, in the Bath-road, and terminating at a point opposite and in a line with the west garden fence to Laburnum House.

Tramway No. 3 (single line).—Commencing by a junction with the authorized Brentford and Isleworth Tramway, at its termination at Isleworth, and running down the Twickenham-road, and terminating at a point opposite and in a line with the south side of Holly-road, Twickenham.

Tramway No. 3A (single line).—Commencing at a point opposite, and in a line with the north-east flank wall of a house occupied by Mr. Mann, and terminating at a point opposite and in a line with the south-west flank wall of a barn attached to the said house.

Tramway No. 3B (single line).—Commencing at a point two chains north-east of the centre of County Bridge, over stream dividing the parishes of Isleworth and Twickenham, and terminating one chain north-east of the centre of the said bridge.

Tramway No. 3D (single line).—Commencing at a point opposite and in a line with the south flank wall of Brook House, and terminates at a point two chains measured in a southerly direction from the said point.

Tramway No. 3E (single line).—Commencing at a point opposite and in a line with the division wall between a shop occupied by Mr. Fisher, Tobacconist, and a shop occupied by Mr. Cave, Milkman, and terminating at a point opposite and in a line with the south side of Holly-road, Twickenham.

Tramway No. 1.—Traverses street at a less space than 9ft. 6in. on each side, from a point opposite and in a line with the division wall between 184 and 186, High-street, Hounslow, and a point opposite and in a line with the east flank wall of the Lion Stables (on both sides of road).

Tramway No. 1c.—For its own length on south side of road.

Tramway No. 2B.—For its whole length on the north side of road.

Tramway No. 3.—From a point opposite and in a line with the south flank wall of Matts' Wheelwright Works, Isleworth, to a point opposite and in a line with the south flank wall of Silverhall Cottages, on both sides.

From a point opposite and in a line with the front wall of the George Inn, Isleworth, to a point being in a line with the rear wall of the stables to the said public-house (on both sides).

From a point opposite and in a line with the north flank wall of a house in the Twickenham-road, called the "Limes," to a point opposite and in a line with the south flank wall of house adjoining (on west side).

Tramway No. 3.—From a point opposite and in a line with the south flank wall of Orleans Villa to the termination of Tramway No. 3, on both sides.

Tramway No. 3E.—For its whole distance on the north side.

IV.—To authorize and empower the Company from time to time to enter upon, and open and break up the surface of, and to alter and stop up, remove, and otherwise interfere with, streets, turnpike-roads, lanes, highways, public roads, ways, footpaths, rivers, canals, streams, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph-pipes, tubes, wires, and apparatus, within all or any of the parishes, extra-parochial, and other places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, re-instating the proposed tramways and

works, or of substituting others in their place, or for other the purposes of the intended Acts.

V.—To enable the Company for all or any of the purposes of the proposed tramways and works, to purchase, or acquire by compulsion, or agreement, or to take easements over lands and houses and to erect and hold offices, buildings, and other conveniences on any such lands. To enable the Company, for the purposes of the proposed tramways and works, to purchase by compulsion, or agreement, any lands or houses which may be necessary for the purpose of widening certain roads and county bridges in the parishes of Twickenham and Isleworth.

VI.—To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works, by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to confer exemptions from the payments of such tolls, rates, or duties.

VII.—To make provision as to the maintenance and repair of the whole or some portion of, or portions of, the respective streets, roads, and places upon or along which any of the proposed tramways, rails, plates, and sleepers, or works may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion, or part of any, of the respective streets, roads, or places upon or along which any of the proposed tramways, rails, or plates, sleepers, or works may be laid.

VIII.—To provide for and regulate the user by the Company for the purposes of the order 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.

IX.—To reserve to the Company the exclusive right of using on the proposed tramways and works carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail.

X.—To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

XI. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the intended Act, the use of the proposed tramways and works by persons or corporations other than the Company with carriages with flange wheels, or other wheels, specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons and corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on all such other persons and corporations.

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

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

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

XV.—To enable the Company, and any vestry district board, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying or maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, and sleepers, and work connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

XVI.—To sanction, confirm, and give effect to any contracts or agreements made, or to be here-with made, for any of the purposes in this notice above mentioned.

XVII.—To enable the Company, for the purposes of the proposed tramways and works, and of the intended Act for the general purposes of the undertaking, to raise further moneys by shares and stock, ordinary or preferential, or both, and by borrowing.

XVIII.—To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the intended Act, and to vary and extinguish all rights and privileges which would interfere with the objects thereof. To incorporate in the Act all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Act, 1862, the Companies Clauses Act, 1869, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the the Act will adopt, amend, extend, enlarge, or repeal, as far as may be necessary or expedient for any of the purposes thereof, the provisions or some of the provisions of the Tramways Act, 1870.

XIX. And notice is hereby given, that plans and sections, in duplicate, of the proposed tramways and works, and a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited, on or before the 29th day of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, in that county, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and extra-parochial places from, in, through, or into which the proposed tramways and works proposed to be authorized by the intended Act, or part or parts thereof respectively, will be made or pass, will be deposited, in the case of each such parish, with the clerk thereof, at his office, that is to say:—For the parishes of Heston and Isleworth, with the Clerk to the

Heston and Isleworth Local Board, at his offices, at Isleworth; and for the parish of Twickenham, with the Clerk to the Twickenham Local Board, at his offices, at Twickenham. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

XX.—Printed copies of the intended Bill or Act will, on or before the 23rd day of December next, be deposited at the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1879.

Masterman, Hughes, Masterman, and Rew,
31, New Broad-street, E.C., Solicitors
for the Bill.

H. J. West, 10A, Great Queen-street,
Westminster, Parliamentary Agent.

Board of Trade.—Session 1880.

Pwllheli Water.

(Application under "The Gas and Water Works Facilities Act, 1870," to the Board of Trade for a Provisional Order for Powers to Maintain, Enlarge and Extend Water Works, Limits of District, Power to Break up Roads and Streets, Purchase of Lands and Waters, Agreements with Local and other Authorities, Power to Levy Rates, and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December, 1879, by the person or persons to be named in that behalf in the Order (hereinafter called the Promoters) for a Provisional Order under the Gas and Water Works Facilities Act, 1870, for all or some of the following purposes, that is to say:—

1. To enable the promoters to maintain, continue, and use, and from time to time alter and enlarge their existing Water Works and Works connected therewith, and situate in the parishes of Llangybi, Abererch and Denio, and the borough of Pwllheli, all in the county of Carnarvon.

The existing Works of the promoters comprise the following:—

(a.) A reservoir situate at Mur-y-Cwmp, in the parish of Llangybi, and county of Carnarvon, in a field numbered 1170 on the tithe commutation map of that parish, belonging or reputed to belong to Eleanor Lloyd, widow, and in the occupation of Griffith Jones, and abutting on or adjacent to the farm yard there, in the occupation of the said Griffith Jones, together with a conduit or line of pipes leading from such reservoir, through lands belonging or reputed to belong to the said Eleanor Lloyd, Elizabeth Laws, widow, James Griffith Deardon, Esquire, or some or one of them, in the said parish, to the turnpike road leading from Carnarvon to Pwllheli, and thence along the said turnpike road in the parishes of Llangybi, Abererch, and Denio, and the borough of Pwllheli to the service reservoir of the promoters next hereinafter described.

(b.) The said service reservoir situate in the borough of Pwllheli and parish of Abererch, and in the northern corner of a field called Yr Allt, belonging or reputed to belong to the Right Honourable Spencer Bulkeley Wynn, Baron Newborough, and numbered 1633 on the tithe commutation map of the said parish of Abererch. Together with the several goits, conduits, or pipes leading into and out of the said reservoir in the parishes and borough aforesaid, and dams, weirs, sluice-valves, air-valves, hydrants, walls, fences, and other works connected therewith or appurtenant thereto.

2. To enable the promoters to construct the following new works:—an aqueduct, conduit, or line

of pipes in the parish of Llangybi and county aforesaid, commencing in a spring situate in a field called or known as Rffynon, numbered 1176 on the tithe commutation map of the said parish, and belonging or reputed to belong to the Rev. John Williams Ellis, and in the occupation of Margaret Jones, widow, and terminating in the existing reservoir firstly hereinbefore described.

3. The above new work will be wholly situate in the parish of Llangybi and county aforesaid.

4. The districts to be supplied with water by the promoters, will be the parishes of Llangybi, Abererch, and Denio, and the borough of Pwllheli before mentioned.

5. To enable the promoters to supply water for domestic, trading, public, sanitary, and other purposes within the district, parishes, and borough aforesaid.

6. To authorise the promoters in connection with their existing works or any of them, or in connection with any new works, to make and maintain embankments, filtering beds, dams, sluices, cuts, channels, pipes, wells, tanks, engines, buildings, machinery, and such other works and conveniences as may be deemed expedient in connection therewith or incidental thereto.

7. To authorise the promoters to lay down, maintain and renew pipes, mains, conduits, sluices, drains, and other works in, under, over, or across, and for the purposes aforesaid to cross, break, open, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, squares, alleys, public places, bridges, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks, and water-courses, and to remove and alter telegraph wires or posts in the parishes, borough, or places above-mentioned.

8. To enable the promoters to purchase by agreement or otherwise to take on lease and to take grants of easements in, over, or under any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes and objects of the intended Order, and to vary or extinguish all rights and privileges connected therewith, or which would in any way interfere with the objects of the intended Order, and in particular to enable the promoters to take, appropriate, and use for the purpose of their undertaking all or any of the streams and springs which are or may be intercepted by or found in the line of the existing and proposed works, or which may or can be diverted by the said works, or which may be found within the limits of deviation to be marked on the plans hereinafter mentioned, or which may be acquired by the promoters by agreement or otherwise, and which waters now flow into the Gwrda River, Afon Erch, and thence into the sea at Pwllheli aforesaid.

9. To enable the promoters to enter into and make contracts with any Corporations, Local Boards of Health, Town Commissioners, Trustees, Surveyors, Parish Authorities, and other bodies and persons within the limits of the intended Order or adjacent thereto, for supplying water in bulk, or otherwise, for sanitary and other purposes, to enable such Corporations, Local Boards of Health, Town Commissioners, Trustees, Surveyors, Parish Authorities, and other bodies and persons to enter into such contracts and appropriate and apply any funds and to raise additional funds by rates or otherwise for that purpose.

10. To enable the promoters to levy and recover rates, rents, and charges for the supply of water and other purposes of the intended Order, and to enter into all necessary agreements and arrangements for that purpose, and to confer exemptions from the payment of such rents, rates, and charges.

11. To make proper provision for preventing the wasteful, illegal use, abstraction, or misuse and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

12. To enable the promoters to sell or lease their undertaking or any part thereof as and when they may think fit.

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

14. To incorporate with the intended Order all or any parts of "The Waterworks Clauses Act, 1847," and "The Waterworks Clauses Act, 1863."

15. On or before the 29th day of November, 1879, proper plans and sections of the new works to be erected under the powers of the proposed Order, and a copy of this notice as published in the London Gazette, will be deposited with the clerk of the peace for the county of Carnarvon at his Office at Carnarvon in the said county, and at the office of the Board of Trade, Whitehall.

16. The draft of the Proposed Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December, 1879, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be obtainable by all persons applying for the same at the offices of Messrs. Grundy, Kershaw, and Co., 31, Booth-street, Manchester, and of Messrs. Lewin and Gregory, 23, King-street, Parliament-street, Westminster, at the price of one shilling each.

17. Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade on or before the 1st day of January, 1880. Copies of their objections must at the same time be sent to the promoters, addressed to Messrs. Grundy, Kershaw, and Co., or to Messrs. Lewin and Gregory aforesaid, and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been forwarded to them on behalf of the promoters.

Dated this 20th day of November, 1879.

Grundy, Kershaw, and Co., 31, Booth-street, Manchester, Solicitors.

Lewin and Gregory, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1880.

Elham Valley Light Railway.

(Incorporation of Company; Construction of Railway from Canterbury through the Elham Valley to the Main Line of the South Eastern Railway Company; Compulsory Purchase of Lands; Tolls; Running Powers over the South Eastern Railway; Use of Canterbury and Shorncliffe Stations; Working and other Agreements with the South Eastern Railway Company; Amendment of Acts.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (in this notice called "the Company") to make and maintain the railway hereinafter mentioned or some part or parts thereof, together with proper and sufficient bridges, viaducts, rails, sidings, turntables, stations,

approaches, roads, junctions, buildings, yards and other works and conveniences connected therewith, that is to say:—

A railway wholly situate in the county of Kent, commencing in the parish of St. Michael Harbledown, in the county of the city of Canterbury, by a junction with the South Eastern Railway at the southern side of the bridge which carries the London Chatham and Dover Railway over the said railway, and terminating in the parish of Cheriton, by a junction with the South Eastern Railway at the western side of the bridge which carries the public road from Horne-street to Cheriton-street over the said railway, which intended railway will be made to pass from or through the said county and city of Canterbury, or into the parishes, townships, extra-parochial and other places following, or some or one of them, (that is to say) St. Michael Harbledown, St. Mary Bredin, St. Mildred, St. Paul Thannington, Holy Cross, Westgate Without, St. Peter Harbledown, and St. Dunstan Patricksbourne or Patricksbourne, Nackington, Bridge, Bishopsbourne, Kingstown, Barham, Elham, Lynninge, Newington-next-Hythe, and Cheriton.

2. To authorize the Company to deviate laterally from the lines of the intended works within the limits shown on the plans hereinafter mentioned or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, 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.

4. To authorize 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 aforesaid, for the purposes of the intended railway and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

To enable the Company to levy tolls, rates, and duties upon, or in respect of, the intended railway and works, and upon the portion of the railway, and station, and works hereinafter mentioned belonging to the South Eastern Railway Company, and to alter the tolls, rates, and duties, which the last-mentioned Company are now authorized to take and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company, or 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, 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 their traffic of every description the portion of railway and station hereinafter mentioned, or some part or parts thereof (that is to say):—

(a) So much of the South Eastern Railway as lies between the point of junction therewith at the commencement of the intended railway

hereinbefore described, and the Canterbury station of the South Eastern Railway Company, including the said Station.

(b) So much of the South Eastern Railway Company as lies between the point of junction at the termination of the intended railway, hereinbefore described, and the Shorncliffe station of the South Eastern Railway Company, including the said station.

And all 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 portion of railway and station.

7. To empower the Company on the one hand, and the South Eastern Railway Company on the other hand, from time to time to enter into and carry into effect, and to rescind contracts, agreements, and arrangements, with respect to the construction, working, use, management, and maintenance by the contracting Companies, or either of them, of their 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 either of them, the supply and maintenance of engine stock and plant, the fixing, collection, payment, approximation, apportionment, and distribution of the tolls, rates, income, and profits, arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, and the employment of officers and servants, and to authorize the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been, or may be made, touching any of the matters aforesaid.

8. 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.

9. And it is intended, so far as it may be requisite or desirable for any 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:

6th William IV. cap. 75, and 7th Vict., cap. 25, and all other Acts relating to or affecting the South Eastern Railway Company.

10. And notice is hereby given that on or before the 29th day of November, 1879, plans and sections of the railway and works proposed to be authorized by the Bill showing the line and levels thereof, and plans showing also the lands to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, respectively 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 said county of the city of Canterbury, at his office in Canterbury, and with the clerk of the peace for the county of Kent, at his office at Maidstone, in that county; and that on or before the said 29th 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 railway and works, or any part thereof, are, or is intended to be made, or will be situate, or in which any lands to be taken compulsorily under the powers of the Bill are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such

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

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

Dated this 14th day of November, 1879.

George Collard, Canterbury, Solicitor for the Bill.

Board of Trade—Session 1880.

Bath Tramways.

(Construction of Street Tramways in the City and Borough of Bath and its Vicinity; Repeal and Amendment of Acts and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next, under the provisions of "The Tramways Act, 1870," for a Provisional Order to authorise the Bath Tramways Company, Limited (hereinafter referred to as "the Company") to make, form, lay down, and maintain the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, and conveniences, that is to say:—

Tramway No. 1, wholly in the parish of Twerton, commencing at a point in the Lower Bristol-road, opposite the passenger entrance into the Twerton Station of the Great Western Railway Company, and passing thence along the Lower Bristol-road, and terminating therein at a point opposite the Midland Arms public-house.

The tramway will be a single line, except between the following points, where it will be a double line:—

From the point of commencement for a length of 2 chains.

From opposite the Royal Oak public-house for a length of 3 chains westward.

The total length of the tramway will be 5 furlongs 8·28 chains, of which 5 furlongs 3·28 chains will be single line, and 5 chains double line.

Tramway No. 2, commencing in the parish of Twerton, at a point opposite the Midland Arms public-house, passing thence along the Lower Bristol-road, across the Bath Bridge (known as the Old Bridge), thence along Southgate-street and Dorchester-street, and the roadway opposite the Great Western Railway Station, and terminating in such roadway at a point in the parish of St. James, $1\frac{1}{2}$ chains eastward from the cabmen's shelter in the last-mentioned roadway.

The tramway will be a single line, except between the following points, where it will be a double line:—

From the point of commencement for a length of 3 chains.

Between two points respectively $1\frac{1}{2}$ chains west and $1\frac{1}{2}$ chains east from Green Park tavern.

From a point opposite the Wells-road to a point 3 chains west therefrom, and from the point of termination to a point 2 chains therefrom.

The total length of the tramway will be 7 furlongs 2·9 chains; of which 6 furlongs 1·90 chains will be single line, and 11 chains double line.

Tramway No. 3, commencing at the point of termination of Tramway No. 2, passing thence along Manvers-street, Pierrepont-street, Terrace-walk, Orange-grove, and High-street, and terminating in the parish of St. Peter and St. Paul, at a point in High-street opposite the entrance to the Guildhall.

The tramway will be a single line, except be-

tween the following points, where it will be a double line:—

From the point of commencement for a length of 2 chains.

In Pierrepont-street from its northern end to the south side of Henry-street.

From a point 1 chain from the termination of the tramway for a length of 3 chains measured in a south-easterly direction along the tramway.

The total length of the tramway will be 3 furlongs 2·85 chains; of which 2 furlongs 2·85 chains will be single and 10 chains double line.

Tramway No. 4, commencing at the point of termination of Tramway No. 3, passing thence along High-street, Northgate-street, Walcot-street, Lady-mead, Cornwell-buildings, London-street, and London-road, and terminating therein at a point in the parish of Swainswick, opposite the east side of Gloucester-road.

The tramway will be a single line, except between the following points, where it will be a double line:—

From a point 1 chain south of St. Michael's Church to a point in Lady-mead, opposite the steps leading to the Paragon.

From a point 1 chain north of the southern side of the Penitentiary Chapel, in Cornwell-buildings, to a point 3 chains northward therefrom.

From a point 1 chain west of the lamp-post at the junction of Cleveland-place and London-street, for a length of 3 chains eastward therefrom.

From a point opposite Piccadilly-place for a length of 3 chains eastward therefrom.

From a point opposite the east end of Beaufort-buildings West for a length of 3 chains eastward therefrom.

The total length of the tramway will be 1 mile 3 furlongs 6·48 chains; of which 1 mile 0 furlong 9·10 chains will be single line, and 2 furlongs 7·38 chains double line.

Tramway No. 5, commencing at the point of termination of Tramway No. 4, passing thence along London-road, and terminating in that road in the parish of Batheaston, at a point 5 chains north-east of the entrance into Batheaston Lodge.

The tramway will be a single line, and the total length will be 6 furlongs 7·90 chains.

Tramway No. 6, commencing in the parish of St. James, in Southgate-street, opposite the north side of Broad Quay, passing thence along Southgate-street, Stall-street, Cheap-street, and High-street, and terminating in High-street, in the parish of St. Peter and St. Paul, at a point 1 chain south of the entrance of the Guildhall.

The tramway will be a single line, except between the following points, where it will be a double line:—

Between a point $1\frac{1}{2}$ chains south of St. James' Church to a point $1\frac{1}{2}$ chains northward therefrom.

From a point 1 chain west of the east end of Cheap-street to the termination of the tramway.

The total length of the tramway will be 2 furlongs 8·70 chains; of which 2 furlongs 2·70 chains will be single line and 6 chains double line.

Tramway No. 7, wholly in the parish of St. James, commencing in Dorchester-street at a point 2 chains from the termination of Tramway No. 2, and terminating in Manvers-street at a point 2 chains from the commencement of Tramway No. 3. The tramway will be a single line for its entire length. The total length of the tramway will be 1·30 chains.

The proposed tramways will be made and pass

from, in, through, or into the following parishes or extra-parochial places, or some of them, that is to say:—Twerton, Lyncombe and Widcombe, St. James, St. Peter and St. Paul, St. Michael, Walcot, Swainswick, and Batheaston, all in the county of Somerset.

In the following instances the said tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the said streets or roads hereinafter mentioned and the nearest rail of the tramway, that is to say:—

Tramway No. 1.

- (a) In Lower Bristol-road, on both sides thereof, between two points $3\frac{1}{4}$ and $1\frac{1}{4}$ chains west of Vernon House.
- (b) From the Royal Oak public-house to a point 3 chains west therefrom.

Tramway No. 2.

- (a) In Lower Bristol-road, on both sides thereof, for a length of three chains at its commencement.
- (b) In Lower Bristol-road, on the north side thereof, from the Bell Inn for a distance of $6\frac{1}{4}$ chains westward therefrom.

Tramway No. 3.

- (a) In Pierrepont-street, on both sides thereof, from its north end to Henry-street.
- (b) In Terrace-walk, on both sides thereof, from York-street to Orange-grove.

Tramway No. 4.

- (a) In High-street and Northgate-street, on both sides thereof, from a point 1 chain south of the centre of Bridge-street to a point $1\frac{1}{2}$ chains northward therefrom.
- (b) In Walcot-street, on both sides thereof, from the south side of St. Michael's Church to the north end of that street.
- (c) In Cornwell-buildings, on both sides thereof, from a point 1 chain north of the south side of the Penitentiary Chapel, for a length of 3 chains northward.
- (d) In London-street, on the north side thereof, from a point opposite Camden-street, for a length of 2 chains south-westward from Camden-street.

Tramway No. 5.

- (a) In the London-road, on the south side thereof, from its commencement to a point 6 chains west of the Waggon and Horses public-house.
- (b) On the north side thereof, from a point 5 chains west of the Waggon and Horses public-house to the termination of the tramway.

Tramway No. 6.

- (a) In Southgate-street, on both sides thereof, from a point $2\frac{1}{2}$ chains south of New Orchard-street to the north end of Southgate-street.
- (b) In Stall-street, on both sides thereof, from its southern end to a point a quarter of a chain north of the north side of York-street.
- (c) In Cheap-street, on both sides thereof, for its entire length.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet, or such less gauge as may be agreed upon between the local authorities and the Company, and sanctioned by the Board of Trade.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To empower the Company from time to time, and either temporarily or permanently to make,

maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works as may be necessary or convenient to the efficient working of the proposed tramways, or any of them; or for facilitating the passage of traffic along streets; or for providing access to any stables or carriage houses, works, or buildings of the Company.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order; or as may be deemed expedient to alter, amend, repeal, or extend, all or some of the provisions of that Act, and to confirm or give effect to any agreement with any Local Authority.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, together with a copy of the Gazette notice, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Frome, and with the Clerk of the Peace for the city of Bath, at his office at Bath, that a copy of such plans, sections, and notice will be deposited with the Town Clerk of the city of Bath, at his office at Bath, with the Clerk of the Weston Highway Board, at his office in the Paragon, Bath, at the office of the Clerk of the Parliaments, House of Lords, and at the Private Bill Office, House of Commons, and that a copy of such plans, sections, and notice, together with a published map of the district, with the line of the proposed tramways marked thereon, will be deposited at the office of the Board of Trade, Whitehall-gardens. And notice is also given, that a copy of so much of the said plans and sections as relates to each parish, township, or extra-parochial place respectively, from, in, through, or into which the intended tramway will be made or pass, and also a copy of the Gazette notice, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his place of abode. All the above named deposits will be made on or before the 29th day of November instant.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for the same, at the office of the undersigned, Walter Webb, 23, Queen Victoria-street, in the city of London.

Every Company, Corporation, or person 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 1st day of January, 1880; and a copy of such objection must be sent to the Promoters, or their undersigned Solicitor and Parliamentary Agent on their behalf; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agent.

Dated this 19th day of November, 1879.

Walter Webb, 23, Queen Victoria-street,
London, E.C., Solicitor and Parliamentary Agent.

In Parliament.—Session 1880.

Manchester, Halifax, and Bradford Railway.

(Incorporation of Company; Construction of Railways; Purchase of Lands, Tolls, Running Powers over parts of Railways and Stations of the Manchester, Sheffield, and Lincolnshire and Lancashire and Yorkshire Railway Companies; Agreements with those Companies, and Midland, London, and North Western, Great Northern, North Staffordshire, and North Eastern Railway Companies; and Cheshire Lines and Sheffield and Midland Railway Companies Committees, Amendment of Acts).

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

To incorporate a Company, and to enable the Company so to be incorporated (hereinafter 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, tanks, tunnels, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

1. A Railway No. 1, commencing by a junction with the Manchester, Sheffield, and Lincolnshire Railway, at a point 66 yards or thereabouts measured in an easterly direction from the centre of the bridge which carries that railway over the public road or street at the east end of the Ashburys Railway Station, and terminating at the south side of the public road leading from Shaw to Clough, at a point 190 yards or thereabouts, measured in an easterly direction along the said road from the centre of the Lancashire and Yorkshire Railway, where the said road is crossed by that railway on the level at or near the south end of Shaw Station, which intended Railway No. 1 will be made or pass from, in, through, or into the parishes, townships, and places following or some of them, that is to say—Manchester, Openshaw, Droylsden, Newton, Ashton-under-Lyne, Audenshaw, Failsworth, Chadderton, Clayton, Culcheth, Woodhouses, Oldham-below-Town, Oldham-above-Town, Prestwich-cum-Oldham, Royton, Oldham, Shaw, Edge, Shaw and Crompton, all in the county Palatine of Lancaster.
2. A Railway No. 2, commencing by a junction with the intended Railway No. 1, at its termination as above described, and terminating at the south side of Gibbet-lane, Halifax, at a point 52 yards or thereabouts measured in a westerly direction along Gibbet-lane from the north-west corner of Stead-street, at its junction with Gibbet-lane, in the township of Halifax, which intended Railway No. 2 will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say—Prestwich-cum-Oldham, Butterworth Hall, Shaw, Crompton, Haugh, Butterworth, Bleakgatedgates-cum-Roughbanks, Rochdale, Low House, Low House Moor, Clegg, Clegg Moor, Blackstone, Edge Moor, and Blatchinworth-cum-Caldetbrook, all in the county Palatine of Lancaster, and Rishworth, Soyland, White-Homme Moor, Baiting, Ripponden, Sowerby, Sowerby Bridge, Warley, Skircoat, King Cross, and Halifax, all in the West Riding of the county of York.
3. A Railway No. 3, commencing by a junction

with the intended Railway No. 2 at its termination as above described, and terminating by a junction with the Midland Railway (Leeds to Bradford), at a point 300 yards or thereabouts, measured in a northerly direction along that railway from the booking-office of the Manningham Station thereon, which intended Railway No. 3 will be made or pass from, in, through, or into the parishes, townships, or places following, or some of them, that is to say—Halifax, Kebblebrook, Pepper Hill, Northowram, Shibdendale, Queenshead, Queensberry, Clayton, Clayton Heights, Great Horton, Horton, Little Horton, Thotnton, Bradford, Manningham, Bolton, and Heatht, all in the West Riding of the county of York.

4. A Railway No. 4 commencing by a junction with the Manchester and Stockport Railway, at a point 220 yards or thereabouts measured in a south-easterly direction along that railway, from the centre of the bridge carrying the public road known as the Gorton Old-road over the said railway, at or near the engine sheds adjoining the said railway and terminating in and near the centre of a field numbered 122 on the Tithe Commutation Map of the township of Droylsden, in the parish of Manchester, which intended Railway No. 4 will be made, or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say—Gorton, Openshaw, Droylsden, and Manchester, in the county Palatine of Lancaster.
5. A Railway No. 5, wholly in the township of Crompton and Oldham, in the parishes of Prestwich-cum-Oldham aforesaid, commencing by a junction with the Lancashire and Yorkshire Railway from Oldham to Rochdale, at a point 120 yards or thereabouts measured in a southerly direction along that railway, from the centre of the bridge which carries the said railway over the public footpath at or near Moss Hay Cotton Mill, and terminating by a junction with the intended Railway No. 2, at the commencement thereof as above described.
6. A Railway No. 6, commencing by a junction with the intended Railway No. 2 at its termination as above described, and terminating by a junction with the Halifax and Ovenden Railway, at a point 300 yards or thereabouts measured in a northerly direction along that railway from the north face of the tunnel which carries the said railway under the turnpike road at or near Lea Bank, which intended Railway No. 6 will be made or pass from, in, through, or over, or into the parishes and townships of Halifax (township and parish), Northowram and Ovenden, in the West Riding of the county of York, or some of them.

For the purposes of the railways and works to be authorised by the Bill, certain lands being or reputed to be commons or commonable lands, are intended to be taken, that is to say, of the lands called or known as Clegg Moor, situate in the township of Butterworth, in the parish of Rochdale, in the county Palatine of Lancaster, seven acres or thereabouts of the lands called or known as Blackstone, Edge Moor, situate in the township of Blatchinworth-cum-Caldetbrook, in the said parish of Rochdale, six acres or thereabouts of the lands called or known as Rishworth Moor, situate in the township of Rishworth, in the parish of Halifax, in the West Riding of the county of York, 10 acres or thereabouts, and of the lands called or known as Soyland Manor, in the town-

ship of Soyland, in the said parish of Halifax, four acres or thereabouts.

2. To authorize and empower the Company to stop up and discontinue for public traffic or use and to extinguish all public and other rights of way, or other rights over, and to vest in the Company the site and soil of:

(a) So much of John-street, Oldham, as lies between 22 yards or thereabouts south-east of the Busk-road, and 23 yards north-west of Walton-street.

(b) So much of Radcliffe-street, Oldham, as lies between the Busk-road and Jimmy-lane.

(c) So much of Jimmy-lane, Oldham, as lies between Mayor-street and Radcliffe-street.

(d) So much of Mayor-street, Oldham, as lies between the Busk-road and 50 yards south-east of the Busk-road.

(e) The whole of Joel-place, Oldham, and Ogden-street.

(f) So much of Hopwood-lane, Halifax, as lies east of Bond-street and west of Brunswick-street.

(g) So much of Lister-lane, Halifax, as lies 30 yards or thereabouts east of Bedford-street and 50 yards east of Brunswick-street.

(h) The whole of Bedford-terrace, Halifax.

(i) The whole of Upper Brunswick-street, Halifax.

(k) The whole of Brunswick-street, Halifax.

(l) So much of Pollard-street, Halifax, as lies between Pellon-lane and 22 yards south-west of St. James'-road.

(m) So much of North Parade, Halifax, as lies between 50 yards north-east of Pellon-lane, and 22 yards south-west of St. James'-road.

(n) So much of Greenwood-street, Halifax, as lies between St. James'-road, and 60 yards south-west of St. James'-road.

And (o) So much of North-gate, Bradford, as lies north of Northgate-court and Manningham-lane.

3. To authorize 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, open, or break up, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, footpaths, pipes, sewers, canals, towing paths, navigations, rivers, streams, watercourses, bridges, railways, tramways, gas, water, and other pipes, and telegraphic apparatus within the parishes, townships, extra-parochial, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, break up, divert, alter, or stop up, for the purposes of the intended works, or any of them, or of the Bill.

5. To authorize the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended railways and works and of the Bill, and to vary or extinguish all rights and privileges 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 or in respect of the railways and portion of railway stations and works hereinafter mentioned belonging to other Companies or Corporations, and to alter the tolls, rates, and duties which are now authorized to be taken, on or in respect of those railway stations and works, 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 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 wagons, 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) The railways of the Manchester, Sheffield, and Lincolnshire Railway Company, and of any other Company, Corporation, or Committee between the commencement of the intended Railway No. 1, to be authorized by the Bill, and the London-road Station at Manchester, together with that station, and—

(b) The Lancashire and Yorkshire Railway between the termination of the intended Railway No. 5, to be authorized by the Bill, and the Mumps Station at Oldham, together with that station.

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.

8. To empower the Company on the one hand, and the Midland Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, the Lancashire and Yorkshire Railway Company, the London and North Western Railway Company, the Great Northern Railway Company, the North Staffordshire Railway Company, and the North Eastern Railway Company, and the Cheshire Lines Committee, and the Sheffield and Midland Railway Companies' Committee, or any or either of those Companies or Committees on the other hand, from time to time to enter into, and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies or Committees, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies or Committees, 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 Committees, or any or either of them, or any part thereof, and the employment of officers and servants, and to authorize the appointment of joint Committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

9. And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

10. And it is intended, so far as be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, relating to the Company or some or one of them, that is to say—12 and 13 Vic., cap. 18, and all other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company; 7 and 8 Vic., cap. 18, and all other Acts relating

to the Midland Railway Company; 9 and 10. Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; 1 William IV, cap. 55, and all other Acts relating to the North Staffordshire Railway Company; 6 William IV, cap. 76, and all other Acts relating to the North Eastern Railway Company; 30 and 31 Vic., cap. 207, and all other Acts relating to the Cheshire Lines Committee; and 32 and 33 Vic., cap. 25, and all other Acts relating to the Sheffield and Midland Railways Companies' Committee.

11. And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed works, the plans showing also the lands to be taken under the provisions of the Bill, together with a book of reference to the said plans, are to 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 West Riding of the county of York, at his office at Wakefield; and that on or before the same day a copy of so much of such plans, sections, and books of reference as relates to each parish and extra-parochial place in or through which the proposed works or any part thereof are or is intended to be made or pass, or in which any lands to be taken under the powers of the Bill be situate, will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

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

Dated this 14th day of November, 1879.

Stephens, Langdale, and Turner, 30, Bedford-road, W.C.

Ingram and Huntriss, Halifax,

Solicitors for the Bill.

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

Board of Trade.—Session 1880.

Saint Pancras Tramways.

(Construction of Tramways in the Parishes of St. Pancras and St. Andrew, Holborn; Compulsory Use of Streets, &c.; Tolls; Agreements with other Tramway Companies; Provisions for User, &c., of Tramways and Streets traversed; Agreements with Street and Road Authorities.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order under "The Tramways Act, 1870," for the purposes, or some of the purposes following, that is to say:—

1. To authorize certain persons or corporations to be named in that behalf in the said Order (which persons or corporations so to be authorized are hereinafter referred to as "the Promoters") to construct and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The tramways proposed to be authorized by the Order are the following:—

(1 and 1A.) A Tramway (No. 1) and a Tramway (No. 1A), forming together a double line, 5 furlongs 250 chains, or thereabouts, in length, wholly in the parish of Saint Pancras, in the county of Middlesex, commencing respectively by junctions with the existing tramways of the London Street Tramways Company at King's Cross, at points opposite Liverpool-street, Tramway No. 1 there forming a junction with the southernmost, and Tramway No. 1A a junction with the northernmost, of the said existing tramways, and thence passing in a south-easterly direction into and along the Gray's-inn-road, and terminating respectively in that road opposite or nearly opposite Henry-street.

(2.) A Tramway (No. 2), 8·60 chains, or thereabouts, in length (single line except where the Tramway No. 2A will be made as hereinafter mentioned) wholly in the Gray's-inn-road, in the parishes of Saint Pancras and Saint Andrew, Holborn, in the county of Middlesex, commencing by a junction with the intended Tramways No. 1 and 1A at their common point of termination, as above described, and terminating at a point half a chain, or thereabouts, north-west of the lamp standard on the safety crossing at the intersection of Theobald's-road and Gray's-inn-road.

(2A.) A Tramway or passing place (No. 2A), about 1 chain in length (forming with the intended Tramway No. 2 a double line for that length), wholly in the Gray's-inn-road, and parish of Saint Andrew, Holborn, and county of Middlesex, commencing by a junction with the intended Tramway No. 2, at a point about 1 chain north-westward of its termination as above-described, and terminating at a point about 8 feet north-eastward of the point of termination of the intended Tramway No. 2 as above described.

(2B and 2C.) A Tramway (No. 2B) and a Tramway (No. 2C), forming together a double line, 1·25 chains, or thereabouts, in length, respectively commencing by junctions with Tramways Nos. 2 and 2A respectively, at their respective terminations as above described, passing thence in a south-easterly direction into and along Theobald's-road, and terminating in that road at points 1 chain, or thereabouts, north-east from the said last-mentioned lamp standard.

(2D and 2E.) A Tramway (No. 2D) and a Tramway (No. 2E), forming together a double line, 1·25 chain, or thereabouts, in length, respectively commencing by junctions with Tramways Nos. 2 and 2A respectively, at their respective terminations, as above described, passing thence in a south-westerly direction into and along Theobald's-road, and terminating in that road at points 1 chain, or thereabouts, south-west from the said last-mentioned lamp standard.

The said Tramways, Nos. 2B, 2C, 2D, and 2E, will be wholly situate in the said parish of Saint Andrew, Holborn, and will form junctions with any tramways which may be authorized by Parliament during the ensuing session to be laid in the said Theobald's-road.

(3 and 3A.) A Tramway (No. 3) and a Tramway (No. 3A), forming together a double line 5 furlongs 8·10 chains, or thereabouts, in length, wholly in the said parish of Saint Pancras, commencing respectively in the Hampstead-road, No. 3 there forming a junction with the westernmost and No. 3A with the easternmost of the existing tramways of the London Street Tramways Company, at their terminations, passing thence in a south-easterly direction into and along Euston-road, and terminating in that road by junctions,

No. 3 with the southernmost and No. 3A with the northernmost of the existing tramways of the London Street Tramways Company, at points opposite, or nearly opposite, to the lodge at the south-west entrance-gates to the terminus of the Great Northern Railway, King's Cross.

2. To authorize and empower the Promoters from time to time to enter upon, open, and break up the surface of, and to alter, stop up, remove, and otherwise interfere with streets, public roads, foot-paths, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or re-instating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the Order.

3. To enable the Promoters, for the purposes of the proposed tramways and works, to purchase or acquire by agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

4. To enable the Promoters to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and also for traffic conveyed by the Promoters over the other tramways as hereinafter mentioned, and to confer exemptions from the payment of such tolls, rates, and duties.

5. To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways or works may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

6. To provide for and regulate the user by the Promoters for the purposes of the Order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

7. To reserve to the Promoters the exclusive right of using on the proposed tramways and works carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

8. To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

9. To empower the Promoters, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, to run over, work, and use with their carriages, horses, officers, and servants, for the purposes of their traffic of every description, the tramways of the North Metropolitan Tramways Company, and of the London Street Tramways Company, and all works or conveniences of or connected the said tramways respectively.

10. To empower the Promoters on the one hand, and the North Metropolitan and the London Street Tramways Companies on the other hand (which Promoters and Companies are hereinafter referred to as "the Contracting Parties"), from time to time to enter into, carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use,

management, and maintenance by the Contracting Parties or either of them, of their respective tramways or works, or any part or parts thereof respectively, and the management, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the tramways of the Contracting Parties, or either of them, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, appointment, and distribution of the tolls, rates, income, and profits arising from the respective tramways and works of the Contracting Parties, or either of them, or any part thereof, and the employment of officers and servants, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

11. To prohibit, except by agreement with the Promoters or upon terms to be prescribed by the Order, the use of the proposed tramways and works by persons or corporations other than the Promoters with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorize and give effect to agreements between the Promoters and any other persons or corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

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

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

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

15. To enable the Promoters and the Metropolitan Board of Works, and any Vestry, District Board, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected

therewith, and for facilitating the passage of carriages and traffic over and along the same.

16. To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this notice above-mentioned.

17. And the Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

18. And notice is hereby further given, that on or before the 29th day of November instant, plans and sections of the proposed tramways and works will be deposited at the office of the Board of Trade, and for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, in that county, and that on or before the same day a copy of so much of such plans and sections as relates to the said parish of Saint Pancras will be deposited with the Vestry Clerk thereof, at his office, at the Vestry Hall, King's-road, Camden Town, in the county of Middlesex; and on or before the same day a copy of so much of such plans and sections as relates to the said parish of Saint Andrew, Holborn, will be deposited with the Clerk of the Holborn District Board of Works, at his office, at Little James-street, Bedford-row, in the county of Middlesex, each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

19. The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the price of one shilling for each copy, to all persons applying for them, at the offices of Messrs. Ashurst, Morris, Crisp, and Co., Solicitors, 6, Old Jewry, London, E.C.

20. Every company, corporation, or person 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 1st January next; copies of their objections must at the same time be sent to the Promoters, at the aforesaid office of Messrs. Ashurst, Morris, Crisp, and Co., and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated this 21st day of November, 1879.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, London, E.C., Solicitors for the Order.

Board of Trade.—Session 1880.

City of Hereford Tramways.

(Construction of Street Tramways in the City of Hereford; Provisions as to User, Repair, &c., of Streets and Roads; Tolls, Agreements with Street and other Authorities.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, by the Promoters, for a Provisional Order under the "Tramway Act, 1870," for effecting the objects or some of the objects following (that is to say):—

To authorise and empower the Promoters to construct and maintain the Street Tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

The particular description given in this notice of the proposed Tramway or Tramways is to be read in connection with, and subject to the following general description and interpretation:—

Note 1. The expression "centre line," used with reference to any street, is intended to mean an imaginary line drawn along the centre of the street.

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

Note 3. Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the street in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

The tramways proposed to be authorised by the Provisional Order are the following:—

No. 1. Commencing in the High Town, in the parish of Saint Peter, in the city of Hereford, twenty feet south from the kerb-stone, opposite the entrance to the Butter Market; passing thence in a north-easterly direction into and along Commercial-street and Commercial-road, and terminating at a point where the road leads to the Barr's Court Railway Station, in the parishes of St. Peter and St. John's.

This tramway is 33 chains in length.

In Commercial-street on the right-hand side, leading to Barr's Court Station, there will be a distance of less than 9 feet 6 inches between the nearest rail and the kerb-stone for a distance of 10 chains.

1a. A double line commencing at a point in the Commercial-road, one chain from Kerry Arms Hotel, and terminating one and a half chains from its commencement (north-east).

1b. A double line commencing two chains from the termination of Tramway No. 1, and terminating at terminus of Tramway No. 1.

No. 2. Commencing in the High Town, in the parish of St. Peter, in the city of Hereford, 20 feet south from the kerb-stone opposite the entrance to the Butter Market, passing thence along High Town, the north side of High-street, round the Gloucestershire Bank in a south direction into Broad-street, King-street, Bridge-street, over Wye Bridge, and along St. Martin-street, in the parishes of All Saints', St. John's, St. Nicholas, and St. Martin's, and terminating at a spot half a chain from an inn, known as The Greyhound Dog, in the parish of St. Martin's.

This tramway is 50 chains in length.

In passing along High-street, on the northern side, there will be a distance of less than 9 feet 6 inches between the nearest rail and the kerb-stone.

2a. A double line, commencing in Broad-street at a point one chain in length from All Saints' Church (south), and terminating one and a half chains from its commencement (south).

2b. A double line, commencing at the south end of Broad-street at a point half a chain in length from a residence in the occupation of Canon Musgrave, and terminating in King-street, one and a half chains from its commencement (south).

2c. A double line, commencing at a point half a chain south of an inn known as The

Orange Tree, situate in King-street, in the parish of St. Nicholas, and terminating in Bridge-street, one and a half chains from its commencement (south).

2d. A double line, commencing at a point in St. Martin-street 10 feet south from entrance to Wye-street, and terminating one and a half chains from its commencement (south).

2e. A double line, commencing at a point in St. Martin-street, two chains from the terminus of Tramway No. 2, and terminating at terminus of No. 2 Tramway.

No. 3. Commencing in the High Town, in the parish of St. Peter, in the city of Hereford, 20 feet south from the kerb-stone opposite the entrance to the Butter Market, passing thence along St. Peter-street, St. Owen-street, and Eign-road, in the parishes of St. Peter, St. Owen, and township of Tupsley, terminating one chain distant from an inn called The Whalebone, in the township of Tupsley.

This tramway is 72½ chains in length.

3a. A double line, commencing at a point half a chain from the entrance out of St. Owen-street into St. Ethelbert-street, and terminating in St. Owen-street, one and a-half chains from the commencement (S.E.) in parish of St. Owen.

3b. A double line, commencing at a point half a chain from St. Giles's Hospital, in the parish of St. Owen, and terminating one and a-half chains from the commencement.

3c. A double line, commencing two chains from the termination of the Tramway No. 3, and terminating one chain from the Whalebone Inn.

No. 4. Commencing in the High Town, in the parish of St. Peter, in the city of Hereford, 20 feet south from the kerb-stone, opposite the entrance to the Butter Market, passing thence along High Town, on the north side of High-street and Eign-street, over the railway bridge into the Whitecross-road and terminating half a chain from a place called "The White Cross," situate in the parish of Holmer, passing through the parishes of St. Peter, St. John's, All Saints, and Holmer.

This tramway is 91 chains in length.

In passing along High-street and Eign-street on its northern side, there will be a less distance than 9 feet 6 inches from the kerb-stone for a distance of 15 chains.

4a. A double line, commencing at a point opposite St. George's-hall (south), and terminating at one and a-half chains from its commencement (west).

4b. A double line, commencing at a point south of the Old Burial Ground of All Saints' parish, and terminating one and a-half chains from its commencement (west).

4c. A double line, commencing at a point north of a house known as the "Ox Farm," in the said parish of All Saints, and terminating one and a-half chains from its commencement (west).

4d. A double line, commencing two chains from the termination of the Tramway No. 4, and terminating half a chain from "the White Cross" (west).

No. 5. Commencing in High Town, in the parish of St. Peter, in the city of Hereford, 20 feet south from the kerb-stone opposite the entrance to the Butter Market, passing thence along High Town, Widemarsh-street, Widemarsh, and Leominster-road to Widemarsh Common and Holmer, in the parishes of St.

Peter's, All Saints', St. John's, and Holmer, and terminating at a spot known as Holmer-road, two chains in length distant (north), from a house formerly known as "The Bull's Head."

This tramway is 68 chains in length.

In passing along Widemarsh-street, on the east side to Catherine-street, there will be a less distance than 9 feet 6 inches from the kerb-stone, for a distance of 15 chains.

5a. A double line, commencing at a point, half a chain in length, from an inn known as the Old Harp in Widemarsh-street, situate in the parish of All Saints, and terminating one and a-half chains from its commencement (north).

5b. A double line, commencing at a point three chains north of the Redcoat Hospital, in Widemarsh-street, and terminating one and a-half chains from its commencement (north).

5c. A double line, commencing at a point half a chain in length, from the "Race Horse Inn," Widemarsh-street, in the parish of All Saints, and terminating one and a-half chains from its commencement in same parish (north).

5d. A double line, half a chain in length, commencing at commencement of the railway bridge over the joint lines of the Worcester and Hereford and Shrewsbury Railways, and terminating one and a-half chain from its commencement (west).

5e. A double line, commencing two chains from terminus No. 5, at Holmer-road, and terminating at terminus of No. 5 Tramway, Holmer-road, in the parish of Holmer.

At no points except those specified above will any of the proposed tramways be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road, and the nearest rail of the tramway.

The said tramways will be constructed on a gauge of 3 feet 6 inches, or such other gauge as may be prescribed by the Board of Trade, or defined by the said Provisional Order.

The proposed Provisional Order will incorporate with itself the proper provisions of "the Lands Clauses Acts," and of "the Tramways Act, 1870," and is intended to confer the powers following, or some of them, upon the Company.

To enter upon, break, open, cross, alter, divert, stop up, move, and otherwise interfere with streets, roads, tramways, ways, footpaths, thoroughfares, pavements, water courses, sewers, drains, bridges, water and gas pipes, electric telegraph pipes, tubes, wires, and apparatus, and other matters within the parishes and places herein mentioned, and to do all other necessary works and things for the purpose of constructing, maintaining, altering, and reinstating the proposed tramways or substituting others in their places, or for any other of the purposes of the Provisional Order.

To purchase or acquire by agreement or otherwise, or to rent or take leases of or rights and easements over lands and tenements, also to erect offices, sheds, or other buildings.

To levy tolls, rates, and duties for the use of the proposed tramways by vehicles, passenger, and other traffic, also to confer exemption from payment of such tolls, rate, or duties.

To make provision for repair and maintenance of streets, roads, and places upon which the proposed tramways or parts thereof may be laid, and to exempt the Company from the payment of rates or assessments in respect thereof or of parts thereof.

To use for the purposes of the Provisional Order any paving, metalling, or road materials extracted or removed during the construction of the proposed works, and the disposal of any surplus thereof.

The exclusive right to use on the proposed tramways carriages with flange wheels or other wheels specially adapted to run on edged or grooved or other tram rails; and to prohibit such use by other persons with such carriages, except by agreement with the promoters, or upon terms to be prescribed in the Provisional Order; and to authorize and give effect to agreements between the promoters and any other persons or bodies for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or bodies.

To regulate the traffic (whether of the promoters or others) along, over, and across streets, roads, or places in which the tramways of the Promoters will be laid, and to prevent obstructions to such traffic, and to enable the Promoters and any street authorities, or some or one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Corporation of Hereford, or the Town Council thereof, or other public body or authority, or any of them, to make bye-laws and rules with reference to the matters aforesaid, and to attach penalties for the breach or non-observance of such bye-laws and rules or of the Provisional Order.

To make from time to time such crossings, passing places, sidings, junctions, and other works, in addition to those hereinbefore particularly specified, as may be necessary or convenient for the efficient working of the proposed tramways, or to provide access to any stables, sheds, or works of the promoters, or to any other tramway.

To remove or discontinue the use of any tramway or part thereof when, by reason of any work affecting any street, road, or thoroughfare, or otherwise, it is necessary or expedient also to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of tramway so removed or discontinued, or intended so to be.

To enable the promoters, the Corporation of Hereford, the Town Council thereof, any local and road and sanitary authorities, vestry board, trustees, and other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, or any of them, to enter into contracts or agreements with respect to all or any other purposes of the said intended Order, to the construction, maintaining, removing, renewing, repairing, working, and using of the proposed tramways and the works connected therewith, and for facilitating the passage of carriages and traffic over the same.

To sanction, confirm, and give effect to any contracts or agreements made or to be hereafter made for any of the purposes in this notice above-mentioned.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this notice as published in the London Gazette will, on or before the 29th of November instant, be deposited at the offices of the Board of Trade, Whitehall-gardens, Westminster, of the Clerk of the Parliament, in the House of Lords, and at the Private Bill Office of the House of Commons, and also for public inspec-

tion with the town clerk of Hereford, at his office in Hereford, and with the Clerk of the Peace for the county of Hereford, at his office in Hereford; and that a copy of so much of the said plans and sections as relates to each of the districts, parishes, or extra-parochial places in, or through, or into which the proposed tramways and works will be made or pass. And a copy of this notice will be deposited for public inspection with the Local Authority of every district, at the office of their clerk, and with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the offices of the undersigned.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st day of January, 1880, and copies of their objections must at the same time be sent to the undersigned.

Dated this 20th day of November, 1879.

Sutton and Osmanney, 3, Great Winchester-street, London, E.C., Solicitors for the Promoters.

In Parliament, Session 1880.

Bayswater, Marylebone, King's Cross and Islington Tramways.

(Incorporation of Company; Construction of Tramways: Widening of Streets; Purchase of Lands by Compulsion; Provisions as to User, Repair, &c., of Streets; Tolls; Agreements with Local and Road Authorities; Running Powers over portions of Tramways of North Metropolitan and London Street Tramways Companies; Working and other Agreements with those Companies; Exemption from certain provisions of Lands Clauses Consolidation Act, 1845; Sale or Lease of Lands; Agreements with Vestries in relation to Widening and Power to them to contribute thereto; Amendment of Acts.)

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

To incorporate a Company and to enable the Company so to be incorporated (in this Notice called "the Company") to construct and maintain wholly in the county of Middlesex, the following Street Tramways, or some or one of them, or some part or parts thereof respectively, that is to say:—

Where in the description of any of the proposed Tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Tramway No. 1.—A double line wholly situate in the parish of St. James and St. John, Clerkenwell, commencing in the Pentonville-road, at a

point about half a chain west of the junction therewith of High-street, Islington, and terminating at a point in the said road, about 1 chain eastward of the intersection therewith of Rodney-street.

Tramway No. 1a.—A double line commencing by a junction with the existing tramways of the North Metropolitan Tramways Company at a point in the City-road about 1 chain south-east of the centre of High-street, Islington, proceeding westward, and terminating in Pentonville-road by a junction with Tramway No. 1 at its commencement. Tramway No. 1a will be situate in the parishes of St. Mary, Islington, and St. James and St. John, Clerkenwell.

Tramway No. 1b.—A single line in the Pentonville-road, commencing by a junction with the northern line of Tramway No. 1 at a point about half a chain from its commencement, and terminating by a junction with the south line of Tramway No. 1, at a point about $1\frac{1}{2}$ chains from its commencement. Tramway No. 1b will be wholly situate in the parish of St. James and St. John, Clerkenwell.

Tramway No. 1c.—A double line, wholly in the parish of St. James and St. John, Clerkenwell, commencing in High-street, Islington, by a junction with the existing Tramways of the North Metropolitan Tramways Company, at a point about 1 chain north of the Pentonville-road, proceeding in a south-westerly direction into, and terminating in, the said road by a junction with Tramway No. 1, at a point about half a chain west of the commencement thereof.

Tramway No. 2.—A double line commencing by a junction with Tramway No. 1, at its termination, passing westward along the Pentonville-road, and terminating about $1\frac{1}{2}$ chains eastward of the Caledonian-road, forming a junction (as to the south line) with the existing line of the London Street Tramways Company in the Pentonville-road; at the termination thereof. Tramway No. 2 will be situate in the parishes of St. James and St. John, Clerkenwell, St. Pancras and St. Mary, Islington.

Tramway No. 2a.—A single line situate wholly in the parish of St. Mary, Islington, commencing by a junction with the northern line of Tramway No. 2 at its termination, passing westward along the Pentonville-road, and terminating by a junction with the northern line of the existing Tramways of the London Street Tramways Company in that road, at a point about $2\frac{1}{2}$ chains west of Caledonian-road.

Tramway No. 3.—A double line commencing in the Euston-road, at a point about 1 chain westward of Argyle-street, passing westward along the Euston-road and Marylebone-road, and terminating at or near the end of the latter road, about three-quarters of a chain from the junction therewith of the Edgware-road. Tramway No. 3 will be situate in the parishes of St. Pancras and St. Marylebone.

Tramway No. 3a.—A single line in Euston-road, commencing at a point about three-quarters of a chain westward of Belgrave-street, passing westward, and terminating by a junction with the northern line of Tramway No. 3 at its commencement.

Tramway No. 3b.—A single line commencing in Euston-road by a junction with the northern line of rails of the London Street Tramways Company in that road, at a point about one-third of a chain eastward of Belgrave-street, proceeding westward, and

terminating by a junction with Tramway No. 3a at its commencement.

Tramway No. 3c.—A single line commencing in the Euston-road by a junction with the southern line of rails of the London Street Tramways Company in that road, at a point about one-third of a chain eastward of Belgrave-street, proceeding westward, and terminating by a junction with the southern line of Tramway No. 3 at its commencement.

Tramway No. 3d.—A double line commencing in the Euston-road by a junction with Tramway No. 3, at a point about two-thirds of a chain west of the Hampstead-road, passing in a north-easterly direction into the last-mentioned road, and terminating by a junction with the lines of the London Street Tramways Company in that road, at a point about two-thirds of a chain north of the western portion of Euston-road.

Tramway No. 3e.—A double line, commencing in Euston-road by a junction with Tramway No. 3, at a point about half a chain east of Tottenham-court-road, passing in a north-westerly direction into the Hampstead-road, and terminating by a junction with the existing line of the London Street Tramways Company in that road, about 1 chain north of the centre of the eastern portion of Euston-road.

Tramways Nos. 3a, 3b, 3c, 3d, and 3e, will be wholly situate in the parish of St. Pancras.

Tramway No. 4.—A double line, commencing in the Pentonville-road by a junction with Tramway No. 1 at its termination, thence passing along Penton-place, King's-cross-road, and Swinton-street, and terminating in the last-named street at a point about three-quarters of a chain eastward of Gray's-inn-lane. Tramway No. 4 will be situate in the parishes of St. James and St. John, Clerkenwell, and St. Pancras.

Tramway No. 5.—A single line wholly situate in the parish of St. Pancras, commencing by a junction with the northern line of Tramway No. 4 at its termination in Swinton-street, thence passing along Gray's-inn-lane, Derby-street, Argyle-square, and Belgrave-street, and terminating in the Euston-road by a junction with Tramway No. 3a at its commencement.

Tramway No. 6.—A single line wholly situate in the parish of St. Pancras, commencing by a junction with the southern line of Tramway No. 4, at its termination in Swinton-street, thence passing along Manchester-street and Argyle-street, and terminating in the Euston-road by a junction with the southern line of Tramway No. 3 at its commencement.

Tramway No. 7.—A double line commencing in the Marylebone-road by a junction with Tramway No. 3 at its termination, thence passing along Edgware-road, Paddington Green-road, and Harrow-road, and terminating in the latter road at a point about a quarter of a chain westward of the avenue (on the west side of the Vestry Hall) called St. Mary's-square. Tramway No. 7 will be situate in the parishes of St. Marylebone and Paddington.

Tramway No. 8.—A single line commencing in Harrow-road by a junction with Tramway No. 7 at its termination, proceeding westward along the said road, and terminating at a point about half a chain east of the junction therewith of North Wharf-road.

Tramway No. 9.—A double line commencing in the Harrow-road by a junction with Tramway No. 8 at its termination, thence passing across

Bishop's-road Bridge and along Bishop's-road, and terminating in Queen's-road at a point about three-quarters of a chain south of the junction therewith of Westbourne-grove.

Tramway No. 9a.—A single line situate wholly in Queen's-road, commencing by a junction with Tramway No. 9 at its termination, and terminating at a point about half a chain north of Douglas-place.

Tramway No. 10.—A single line (with a passing place, No. 10a, hereinafter described), commencing in Queen's-road by a junction with Tramway No. 9a at its termination, thence passing along and terminating in the same road at a point about $2\frac{1}{2}$ chains north of the Uxbridge or Bayswater-road.

Tramway No. 10a.—A passing place wholly in the Queen's-road, commencing and terminating by junctions with Tramway No. 10, at points respectively 1 chain north and 1 chain south of Moscow-road.

Tramway No. 10b.—A double line, situate wholly in the Queen's-road, commencing by a junction with Tramway No. 10 at its termination, and terminating at a point about two-thirds of a chain north of the Uxbridge or Bayswater-road.

Tramway No. 11.—A single line (with a passing place, No. 11b, hereinafter described), commencing in the Bishop's-road by a junction with the northern line of Tramway No. 9, at a point about half a chain west of Eastbourne-terrace, passing along the said terrace, and terminating in the Craven-road, otherwise Praed-street, at a point about two-thirds of a chain east of Eastbourne-terrace.

Tramway No. 11a.—A double line commencing in Craven-road, otherwise Praed-street, by a junction with Tramway No. 11 at its termination, thence passing along and terminating in the said road or street at a point about three-quarters of a chain west of London-street.

Tramway No. 11b.—A passing place wholly in Eastbourne-terrace, commencing and terminating by junctions with Tramway No. 11, at points respectively $2\frac{1}{2}$ chains and half a chain north-west of Chilworth-street.

Tramway No. 12.—A single line (with a passing place, 12a, hereinafter described), commencing in Craven-road, otherwise Praed-street, by a junction with Tramway No. 11a, at its termination, passing along Praed-street and terminating in that street at a point about $1\frac{1}{2}$ chains east of the centre of Sale-street.

Tramway No. 12a.—A passing place wholly in Praed-street, commencing and terminating by junctions with Tramway No. 12 at points respectively about 1 chain west and 1 chain east of Cambridge-place.

Tramway No. 12b.—A double line commencing in Praed-street by a junction with Tramway No. 12 at its termination, passing along and terminating in the said street at a point about 1 chain west of Edgware-road.

Tramways Nos. 8, 9, 9a, 10, 10a, 10b, 11, 11a, 11b, 12, 12a, and 12b, will be wholly situate in the parish of Paddington.

Tramway No. 13.—A single line commencing in Praed-street by a junction with Tramway No. 12a at its termination, passing in a north-easterly direction across the Edgware-road along Chapel-street, and terminating in the Marylebone-road by a junction with the northern line of Tramway No. 3 at a point about $1\frac{1}{2}$ chains north-east of Homer-street. Tramway No. 13

will be situate in the parishes of Paddington and St. Marylebone.

Tramway No. 13a.—A single line commencing in Praed-street by a junction with Tramway No. 12a at its termination, thence passing in a south-easterly direction along and terminating in the Edgware-road, by a junction with the eastern line of Tramway No. 7, at a point about two-thirds of a chain north of the centre of Market-street. Tramway No. 13a will be situate in the parishes of Paddington and St. Marylebone.

Tramway No. 13b.—A single line situate in the parish of St. Marylebone, commencing in Chapel-street by a junction with Tramway No. 13, at a point about 1 chain east of the centre of the Edgware-road, and passing into and terminating in the said road by a junction with the eastern line of Tramway No. 7, at a point about 1 chain north of the centre of Praed-street.

At the following places it is proposed to lay down the tramways, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the sides of the streets or roads hereinafter mentioned and the nearest rail of the tramway (that is to say):—

Tramway No. 3, in the Euston-road, on the north side thereof, commencing about $1\frac{1}{2}$ chains, and terminating about $3\frac{1}{2}$ chains east of Osna-burgh-street.

Tramway No. 3, in Marylebone-road, on both sides thereof, between points respectively, about $1\frac{1}{2}$ chains east and $1\frac{1}{2}$ chains west of Harewood-street.

Tramway No. 5, in Derby-street, on both sides thereof, from Liverpool-street to Chesterfield-street.

Tramway No. 8, in Harrow-road, on the north-side thereof, for a distance of about 2 chains east from the north-east corner of Dudley-street.

Tramway No. 10, in Queen's-road, on both sides thereof, commencing about $3\frac{3}{4}$ chains, and terminating about $5\frac{3}{4}$ chains north of Porchester-gardens.

Tramway No. 10, in Queen's-road, on the east side thereof, commencing about 1 chain north, and terminating about 1 chain south of Moscow-road.

Tramway No. 10, in Queen's-road, on both sides thereof, commencing about $1\frac{1}{2}$ chains, and terminating about $2\frac{1}{2}$ chains south of Inverness-place.

Tramway No. 10a, in Queen's-road, on the west side thereof, commencing about 1 chain north, and terminating about 1 chain south of Moscow-road.

Tramway No. 12a, in Praed-street, on the north-west side thereof, for a distance of about three-quarters of a chain from the commencement of that tramway, and also for a distance of about three-quarters of a chain from the termination thereof.

Tramway No. 13, in Chapel-street, on the south side thereof, for a distance of about $2\frac{1}{2}$ chains west from the south-east corner of the said street.

To enable the Company to make the following works or some of them, or some part or parts thereof respectively.

A street widening in the parish of St. Pancras aforesaid, commencing at the south-west corner of the public-house called the "Old King's Head," situate on the north side of the Euston-road, at the corner of the Hampstead-road, and terminating at the

south-east corner of the projecting part of the said public-house.

A street widening in the said parish of St. Pancras, commencing at the south-west corner of the house numbered 436 in the Euston-road, and terminating at the eastern side of the house numbered 390 in that road.

A street widening in the parish of Paddington aforesaid, on the north side of the Harrow-road, commencing at or near Dudley House, at a point opposite the north-west corner of the North Wharf-road at its junction with the said Harrow-road, and terminating at the south-east corner of the house numbered 26 in the Harrow-road.

To authorise the Company to enter upon and open the surface of, and to alter, stop up, remove, and otherwise interfere with streets, highways, public roads, ways, footpaths, bridges, canals, water courses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for the purposes of the proposed street widenings; or for other the purposes of the Bill.

To enable the Company for all or any of the purposes of the proposed tramways, or of the intended street widenings, or of the Bill, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands or on any portion thereof.

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 upon the portion of the tramways or portions of tramways hereinafter mentioned, belonging respectively to the North Metropolitan Tramways Company and the London Street Tramways Company, and to alter the tolls, rates, and charges which the two last-mentioned Companies are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or charges.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, or places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Company from the payment of the whole or some part of any rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons or corporations other than the Company with

carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

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

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

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

To enable the Company and the bodies or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To empower the Company on the one hand and the North Metropolitan Tramways Company and the London Street Tramways Company, or either of those Companies on the other hand, from time to time to enter into and carry into effect, and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance, by the contracting Companies, or either of them, of their respective tramways 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 tramways of the contracting Companies, or either of them, the supply and maintenance of stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective tramways and works of the contracting Companies, 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.

To empower the Company, and any Company or persons for the time being working or using the tramways 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, rates, and charges, as may be agreed upon, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their carriages, wagons, and horses, officers and servants, for the purposes of their traffic of every description the tramways or portions of tramways hereinafter mentioned, or some part or parts thereof respectively, that is to say:—

(a.) So much of the existing tramways of the North Metropolitan Tramways Company (City-road Branch) as lies between the point of commencement of Tramway No. 1a hereinbefore described, and the termination of that branch in or near Finsbury-pavement.

(b.) So much of the existing tramways of the North Metropolitan Tramways Company (Goswell-road Branch) as lies between the point of commencement of Tramway No. 1a hereinbefore described, and the termination of that branch in or near Aldersgate-street.

(c.) So much of the existing tramways of the London Street Tramways Company as is situate in Pentonville-road and Euston-road or either of those roads, or any part thereof or in the open space at the junction of those roads known as King's-cross.

Together with all stables, carriage-sheds, offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said tramways or portions of tramways.

To authorise the Company to alter any step, door, or entrance into any house or building adjoining or belonging to any premises rendered necessary by the execution of the intended street widenings, or any of them, or any part or parts thereof, respectively.

To authorise the Company to deviate laterally from the lines of all or any of the intended street widenings within the limits shown on the plans hereinafter mentioned or as may be provided by the Bill, and also to deviate vertically from the levels of those widenings shown on the sections hereinafter mentioned.

To empower the Company to purchase so much of any property as they may require for the purposes of the intended street widenings without being subjected to the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845.

To authorise the Company from time to time either to hold, sell, demise, let on lease, or otherwise dispose of all or any part of the lands, or any interest therein belonging to, or to be acquired by them, and to exempt the Company and any such lands from the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To empower the Company and the Vestry of the parish of St. Pancras and the Vestry of the parish of Paddington (hereinafter called the two Vestries), or either of them, to enter into and carry into effect agreements and arrangements for or with respect to the construction and maintenance of the intended street widenings, or any of them, or any part or parts thereof respectively, the acquisition and appropriation of lands and property, the contribution of funds, and any incidental matters, and to sanction and confirm any contracts, agreements, or arrange-

ments which have been or may be made with reference to all or any such matters, and to confer upon the two Vestries, or either of them, in furtherance of any such agreement, all or any of the powers of the Bill, including powers of construction, maintenance, and purchasing lands; and to authorise or provide for the vesting in the two Vestries, or either of them, upon terms to be agreed on or prescribed by the Bill, of the portions of streets to be widened and improved under the Bill, and any lands or other property purchased or acquired under the powers of the Bill, and the maintenance thereof by them, and the application of their funds, rates and revenues thereto.

To authorise the two Vestries aforesaid, or either of them, to subscribe and contribute funds towards the making and maintaining of the intended street widenings, or any of them, or any part or parts thereof respectively, and to take and hold shares in the capital to be created under the powers of the Bill, or to guarantee the payment of interest, dividend, annual or other payment, on any shares or stock, and the principal and interest of any loan of the Company, and for all or any such purposes, to apply their respective funds and revenues.

To confirm any agreements which have been or may be made touching any of the matters mentioned in this Notice.

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 amend or repeal, so far as may be necessary or expedient for any of the purposes of the Bill, the provisions, or some of the provisions, of the Tramways Act, 1870, and the following local and personal Acts, or some of them (that is to say):—The North Metropolitan Tramways Acts, 1869, 1870, and 1871, and any other Acts relating to the North Metropolitan Tramways Company; the London Street Tramways Acts, 1870, 1873, and 1874, and any other Acts relating to the London Street Tramways Company.

And notice is hereby also given, that duplicate plans and sections of the proposed street tramways, widenings, and works, 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, on or before the 29th day of November instant, for public inspection, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, in the said county, and that a copy of so much of the said plans, sections, and Book of Reference as relates to each of the parishes from, in, through, or into which the intended street tramways, widenings, and works will be made or pass, or in which any lands to be taken compulsorily under the powers of the Bill are situate, and also a copy of this Notice as published in the London Gazette, will, on or before the said 29th day of November, be deposited for public inspection, in the case of each such parish, with the Vestry Clerk thereof, at his office.

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

Dated this 14th day of November, 1879.

Hanly and Carlisle, 22, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1880.

North Metropolitan Tramways.

(Power to North Metropolitan Tramways Company to construct New Tramways; Power to use other than Animal Power; Further Provisions; Purchase or Lease of, or Amalgamation with, London Street Tramways Company; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the North Metropolitan Tramways Company (hereinafter called "the Company"), for an Act for all or some of the following purposes (that is to say):—

To empower the Company to make, form, lay down, and maintain, the several tramways hereinafter described, or some or one of such tramways, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith, that is to say:—

Tramway No. 1 and Tramway No. 1A, commencing respectively at or near the west end of Theobald's-road, and passing thence in an easterly direction along Theobald's-road and Clerkenwell-road, across Goswell-road, into and terminating in Old-street, by junctions with the existing tramways of the Company at or near the west end of that street.

Tramways No. 1 and No. 1A will pass from, through, or into, or be situate within the several parishes or places following, or some of them, namely: St. George the Martyr, St. Andrew, Holborn, the liberty of Saffron Hill, Hatton-garden, Ely-rents, and Ely-place, St. James and St. John, Clerkenwell, Charterhouse, and St. Luke, Middlesex, all in the county of Middlesex.

Tramway No. 2 and Tramway No. 2A, commencing respectively in High-street, Islington, by junctions with the existing tramways of the Company nearly opposite the Angel Inn, and passing thence into and along St. John-street-road, and St. John-street, and terminating in that street, at a point 4 chains or thereabouts from Charterhouse-street.

Tramways No. 2B and No. 2C being junction curves, each about 1 chain in length, commencing respectively in Clerkenwell-road, by junctions with Tramways No. 1 and No. 1A, and terminating respectively in St. John-street by junctions with Tramways No. 2 and No. 2A respectively.

Tramways No. 2, No. 2A, No. 2B, and No. 2C will pass from, through, or into, or be situate in the several parishes or places of St. Mary, Islington, St. James and St. John, Clerkenwell, and St. Sepulchre, all in the county of Middlesex.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway, that is to say:—

In St. John-street on both sides of the street between Albemarle-street, and a point 90 yards or thereabouts north of Albemarle-street.

Tramway No. 3 and Tramway No. 3A, respectively commencing in High-street, Shoreditch, by junctions with the existing tramways of the Company at or near the end of Bethnal Green-road, and passing thence into and along Bethnal Green-road into and terminating in Cambridge Road by junctions with the existing tramways of the Company at or near the end of Bethnal Green-road.

Tramways Nos. 3 and 3A will pass from, through, or into, or be situate in the several

parishes or places of St. Leonard, Shoreditch, and St. Matthew, Bethnal Green, all in the county of Middlesex.

Tramway No. 4, commencing in Mare-street by a junction with the existing tramway of the Company at the end of Victoria Park-road, and passing thence into and along Victoria Park-road into and terminating in Lauriston-road by a junction with the existing tramway of the Company, at or near the north side of the Broadway.

Tramway No. 4A, being a junction curve about $1\frac{1}{2}$ chains in length, commencing by a junction with the existing tramway of the Company in Mare-street, and terminating in Victoria Park-road, by a junction with Tramway No. 4.

Tramway No. 4B, a passing place, $2\frac{1}{2}$ chains in length, wholly in Victoria Park-road, commencing and terminating by junctions with Tramway No. 4 at points respectively 1 chain west and $1\frac{1}{2}$ chains east of Fremont-street.

Tramway No. 4C, a passing place, 2 chains in length, wholly in Victoria Park-road, commencing and terminating by junctions with Tramway No. 4 at points respectively 1 chain west and 1 chain east of Agnes-terrace.

Tramway No. 4D, a passing place, $2\frac{1}{2}$ chains in length, wholly in Victoria Park-road, commencing and terminating by junctions with Tramway No. 4, at points thereon, $1\frac{1}{2}$ chains west and $1\frac{1}{2}$ chains east of St. Thomas-road.

Tramway No. 4E, being a junction curve, about $2\frac{1}{2}$ chains in length, commencing by a junction with Tramway No. 4, in Victoria Park-road, and terminating in Lauriston-road, by a junction with the existing tramway of the Company, at or near the north side of the Broadway.

Tramways Nos. 4, 4A, 4B, 4C, 4D, and 4E, will be situate wholly in the parish of St. John, at Hackney, in the county of Middlesex.

Tramway No. 5, commencing in the Cassland-road by a junction with the existing tramway of the Company at its termination in that road, and passing thence in an easterly direction along Cassland-road into and terminating in Wick-road at or near the east end of Cassland-road.

Tramway No. 5A, a passing place, 2 chains in length, commencing and terminating by junctions with Tramway No. 5 at points respectively $1\frac{1}{2}$ chains west, and $\frac{1}{2}$ chain east of Poole-road.

Tramway No. 5B, a passing place, $2\frac{1}{2}$ chains in length, commencing and terminating by junctions with Tramway No. 5, at points respectively $1\frac{1}{2}$ chains west and $1\frac{1}{2}$ chains east of Gascayne-road.

Tramway No. 5C, a passing place $2\frac{1}{2}$ chains in length, commencing and terminating by junctions with Tramway No. 5, at points respectively $1\frac{1}{2}$ chains west and $1\frac{1}{2}$ chains east of Harrogate-road.

Tramway No. 5D, a passing place, 2 chains in length, commencing and terminating by junctions with Tramway No. 5, at points respectively $\frac{3}{4}$ chain west and $1\frac{1}{2}$ chains east of Dagmar-road.

Tramway No. 5E, about 2 chains in length, commencing in Cassland-road, by a junction with Tramway No. 5, and terminating in Wick-road, at or near the east end of Cassland-road.

Tramways No. 5, 5A, 5B, 5C, 5D, and 5E, will be wholly situate in the parish of St. John, at Hackney, in the county of Middlesex.

At the following places it is proposed to lay the tramways so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway, that is to say:—

In Cassland-road, on the north side thereof, between the point of commencement of Tramway No. 5 and the eastern end of Cassland-crescent.

In Cassland-road, on both sides thereof, between the eastern end of Cassland-crescent and Poole-road.

In Cassland-road, on both sides thereof, between a point $\frac{1}{2}$ chain east of Queen Anne-road and a point about $1\frac{1}{2}$ chains west of Union-road.

In Cassland-road, on the north side thereof, between Gloucester-road and a point 1 chain or thereabouts east thereof.

In Cassland-road, on both sides thereof, between Dagmar-road and Brookfield-road.

Tramway No. 6 and Tramway No. 6A, respectively, commencing in Green-lanes by junctions with the existing tramways of the Company, at or near the entrance of the Company's Highbury New Park dépôt, and passing thence, in a northerly direction, along Green-lanes and terminating at the junction of Green-lanes and Seven Sisters'-road.

Tramways No. 6 and No. 6A will pass from, through, or into, or be situate in the several parishes and places of St. Mary, Islington, St. Mary, Stoke Newington, and Hornsey, all in the county of Middlesex.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway, that is to say:—

In Green-lanes, on both sides thereof, between a point 1 chain north of Riversdale-road and Lordship Park.

In Green-lanes, on both sides thereof, between points respectively $7\frac{1}{2}$ chains and $13\frac{1}{2}$ chains north of Lordship Park.

In Green-lanes, on both sides thereof, between the Seven Sisters'-road and a point 8 chains south thereof.

Tramway No. 7 and Tramway No. 7A respectively commencing by junctions with the existing tramways of the Company at or near the south end of Burdett-road, and passing thence into and along and terminating in the West India Dock-road, at or near the crossing thereof by the London and Blackwall Railway.

Tramways Nos. 7 and 7A will pass from, through, or into, or be situate in the several parishes of St. Anne, Limehouse, and All Saints, Poplar, in the county of Middlesex.

Tramway No. 8, a passing place, 2 chains in length, commencing and terminating by junctions with the existing tramway of the Company in Goswell-road, at points respectively $1\frac{1}{2}$ chains north and $\frac{1}{2}$ chain south of Compton-street.

Tramway No. 8 will be situate in the parishes of St. James and St. John, Clerkenwell, and St. Luke, Middlesex, in the county of Middlesex.

For a length of 1 chain north of Compton-street a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on the west side of the street.

Tramway No 9, commencing in the High-road, Leytonstone, by a junction with the existing tramway of the Company, at its termination, and passing thence in a northerly direction along, and terminating in the High-road, Leytonstone, at a point about 1 chain north of the Green Man public-house, at Leytonstone.

Tramway No. 9A, commencing in the High-road, Leytonstone, by a junction with the existing tramway of the Company at its termination, and passing thence in a northerly direction

along, and terminating in the High-road, Leytonstone, by a junction with Tramway No. 9, at a point about 7 chains north of Davis-lane.

Tramway No. 9B, a passing place 3 chains in length, commencing and terminating by junctions with Tramway No. 9 at points respectively $\frac{1}{2}$ chain and $3\frac{1}{2}$ chains north of Barclay-road.

Tramway No. 9C, a passing place $2\frac{1}{2}$ chains in length, commencing and terminating by junctions with Tramway No. 9, at points respectively $\frac{1}{2}$ chains south and 2 chains north of Church-lane.

Tramway No. 9D, a passing place 6 chains in length, commencing and terminating by junctions with Tramway No. 9 at points respectively 6 chains south of, and at the termination of that tramway.

Tramways Nos. 9, 9A, 9B, 9C, and 9D will be wholly situate in the parish of Leyton, in the county of Essex.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less distance than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned, and the nearest rail of the tramway, that is to say:

In High-road, Leytonstone, on both sides thereof, between Harrow Green and a point 4 chains north of Beechcroft-road, and between Park Grove-road and a point 3 chains south of Davis-lane, and between Davis-lane and a point 6 chains north thereof, and between Church-lane and a point 2 chains north thereof.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet $8\frac{1}{2}$ inches.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To authorise the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of their tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds or works or buildings of the Company.

To authorise the Company to enter upon and open the surface of and to alter and stop up, remove, and otherwise interfere with streets, turnpike or other roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, waterpipes, gaspipes, and electric telegraph pipes, and apparatus within all or any of the parishes or places mentioned in this notice, for the purposes of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the intended Act.

To empower the Company for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, lands and houses or easements therein, and to erect offices, buildings, or other conveniences on any such lands.

To empower the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and to maintain so long as occasion may require, a temporary tramway, or temporary tramways, in

lieu of the tramway, or part of a tramway, so removed or discontinued to be used or intended so to be.

To reserve to the Company the exclusive right of using on the proposed tramways, carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Company, the use of the proposed tramways by persons or Corporations other than the Company, with carriages having flange wheels, or otherwise suitable or adapted to run on the tramways, and to authorise and give effect to agreements between the Company and any other person or Corporation for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways, by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter the tolls, rates, duties, and charges which the Company are or may be authorised to take, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

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

To empower the Company to purchase or take on lease from the London Street Tramways Company, and to empower that Company to sell or lease to the Company all the undertaking, tramways, works, buildings, lands, plant, property, and effects of the London Street Tramways Company, or any part or parts thereof, and all the powers, rights, and privileges of or belonging to or enjoyed by that Company in connection therewith of what nature or kind soever, and whether with reference to their own undertaking or to the undertaking of any other Company, upon such terms and conditions as may be agreed upon, or as may be provided for or prescribed by the intended Act, or to provide for the amalgamation of the London Street Tramways Company with the Company, and the dissolution of the London Street Tramways Company, and the exercise and fulfilment by the Company in their own name and under their own seal, and in the names and under the hands of their directors, officers, and servants of all the rights, powers, privileges, liabilities, and obligations of the London Street Tramways Company, whether with reference to the construction and maintenance of works, the fixing, demanding, and recovering of tolls, rates, and charges, the raising of capital, the granting or issuing of mortgages or otherwise, and for the substitution of shares or stock of the Company for the shares or stock in the capital of the London Street Tramways Company, whether before or after the same shall have been paid up in full. And to authorise agreements between the said Companies with respect to the matters aforesaid or any of them, and with reference to the working, use, management, and maintenance by the Company of the undertaking of the London Street

Tramways Company, or any part thereof, and to confirm or give effect to any agreement which may have been, or may be, made prior to the passing of the intended Act.

To authorise the Company to increase their capital for all or any of the purposes of the intended Act, and to raise further capital by new ordinary or preference shares, and by borrowing, to make regulations relating to the application of their authorised capital, or any part thereof, to all or any of such purposes, and to authorise the Company to apply to the like purposes, and to the general purposes of their undertaking, all or any part of the capital which they are by their existing Acts, or may be by the intended Act, authorised to raise.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the intended Act, and to confer other rights and privileges.

The Bill will alter, amend, extend, enlarge, or repeal so far as may be necessary for the purposes thereof the provisions or some of the provisions of all or some of the following Acts, viz., "The Tramways Act, 1870," "The North Metropolitan Tramways Act, 1869," "The North Metropolitan Tramways Act, 1870," "The North Metropolitan Tramways Act, 1871," "The North Metropolitan Tramways Act, 1873," "The North Metropolitan Tramways Act, 1874," and "The North Metropolitan Tramways (New Works) Act, 1877," and any other Acts relating to the Company or their undertaking.

And "The London Street Tramways Act, 1870," and "The London Street Tramways (Further Powers) Act, 1873," and "The Tramways Orders Confirmation Act, 1874," so far as it relates to "The London Street Tramways (Junction-road Extensions) Order, 1874," and "The London Street Tramways (Caledonian-road Extension) Act, 1877," and any other Acts relating to the London Street Tramways Company or their undertaking.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, before the 30th of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell, and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, extra-parochial and other places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice, as published in the London Gazette, will, on or before the same day, be deposited for public inspection as follows, that is to say:—As regards the parish of St. George the Martyr, the parish of St. Andrew, Holborn, the parish of St. Sepulchre, Middlesex, the liberty of Saffron-hill, Hatton-garden, Ely-vents, and Ely-place, with the Clerk of the Board of Works for the Holborn District, at his office in Little James-street, Bedford-row; as regards the parish of St. James and St. John, Clerkenwell, with the Vestry Clerk of that parish, at his office, Upper Rosomon-street, Clerkenwell; as regards the parish of St. Luke, Middlesex, with the Vestry Clerk of that parish, at the Vestry Hall of that parish, in the City-road; as regards the parish of St. Mary, Islington, with the Vestry Clerk of that parish, at his office in Upper-street, Islington; as regards the parish of St.

Leonard, Shoreditch, with the Vestry Clerk of that parish, at his office at the Town Hall, Old-street; as regards the parish of St. Matthew, Bethnal Green, with the Vestry Clerk of that parish at his office in the Vestry Hall, Church-road, Bethnal Green; as regards the parish of St. John at Hackney, and the parish of St. Mary, Stoke Newington, with the Clerk of the District Board of Works for the district of Hackney, at his office at the Town Hall, Hackney; as regards the parish of St. Anne, Limehouse, with the Clerk of the District Board of Works for the district of Limehouse, at his office in White Horse-street, Commercial-road; as regards the parish of All Saints, Poplar, with the Clerk of the District Board of Works for the district of Poplar, at his office in High-street, Poplar; as regards the extra-parochial place of the Charterhouse, with the Vestry Clerk of the adjoining parish of St. Luke, Middlesex, at the Vestry Hall of that parish in the City-road; as regards the parishes of Hornsey and Leyton, with the parish Clerks of those Parishes respectively at their respective residences.

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

Dated this 13th day of November, 1879.

Hugh C. Godfray, 24, Finsbury-place, E.C.
Sherwood and Co., 7, Great George-street,
Westminster, S.W.

Board of Trade.—Session 1880.

Tramways Act, 1870.

Ipswich Tramways Extensions.

(Construction of additional Street Tramways in the Borough of Ipswich, in the county of Suffolk. Tolls.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining of the several tramways hereinafter described or some or one of them respectively, with all necessary and proper rails, points, plates, sleepers, works, and conveniences (that is to say)—

Tramway No. 1.

(One furlong 4 chains, or thereabouts, in length, of which 1 furlong 2 chains, or thereabouts, is double line, and 2 chains, or thereabouts, is single line). Commencing in Mill-street, at the north end thereof, by a junction with the Tramway No. 1, authorised by the Ipswich Tramways Order, 1879, hereinafter called the Order of 1879, passing into and along St. Matthew's-street, and terminating at Hyde Park Corner, in the centre of the street, opposite the east side of Lady-lane.

Tramway No. 1 will be a double line, except for a distance of 2 chains, or thereabouts, from its commencement, where it will be a single line.

Tramway No. 2.

(One furlong 4 chains, or thereabouts, in length, of which 1 furlong 2 chains, or thereabouts, is double line, and 2 chains, or thereabouts, is single line). Commencing at Hyde Park Corner, opposite the east side of Lady-lane, by a junction with Tramway No. 1, passing into and along Westgate-street and Cornhill, and there terminating by a junction with Tramway No. 2, authorised by the Order of 1879, at a point opposite the centre of King-street, $\frac{1}{2}$ a chain,

or thereabouts, north-east of the Town Hall.

Tramway No. 2 will be a double line, except for a distance of 2 chains, or thereabouts, from its termination, where it will be a single line.

Tramway No. 3.

(One furlong 2 chains 20 links, or thereabouts, in length, of which 1 furlong 20 links, or thereabouts, is double line, and 2 chains, or thereabouts, is single line). Commencing in the Cornhill by a junction with Tramway No. 2, authorised by the Order of 1879, at a point opposite the centre of King-street, $\frac{1}{2}$ a chain, or thereabouts, north-east of the Town Hall, passing along Cornhill and Tavern-street, and terminating at the east end of Tavern-street, opposite Upper Brook-street.

Tramway No. 3 will be a double line, except for a distance of 2 chains or thereabouts from its commencement, where it will be a single line.

Tramway No. 4.

(Single line, 1 furlong 2 chains 80 links, or thereabouts, in length). Commencing in Tavern-street, opposite Upper Brook-street, by a junction with Tramway No. 3 at its termination, and passing into and along Carr-street, and terminating at Major's Corner, by a junction with Tramway No. 1, authorised by the Order of 1879, opposite Upper Orwell-street.

Tramway No. 5.

(Single line 1 furlong 6 chains 50 links or thereabouts in length) commencing at Major's Corner by a junction, with Tramway No. 1, authorised by the Order of 1879, opposite the centre of Upper Orwell-street, and passing into and along Carr-street, Foundry-road, Great Colman-street, and Northgate-street, and terminating in Tavern-street by a junction with Tramway No. 3 at its termination, opposite Upper Brook-street.

Tramway No. 6.

(4 furlongs 1 chain 50 links or thereabouts in length, of which 3 furlongs 6 chains is single line and 5 chains 50 links is double line) commencing in St. Matthew's-street, at Hyde Park Corner, opposite the east side of Lady-lane, by a junction with Tramway No. 1, passing into and along St. Matthew's-street, Crown-street, Clay-lane, crossing the west side of St. Margaret's Plain, into and along Northgate-street, Foundry-road, and the east end of Carr-street, and terminating by a junction with Tramway No. 1, authorised by the Order of 1879, at a point opposite the centre of Upper Orwell-street.

Tramway No. 6 will be a single line except from its commencement to High-street, where it will be a double line.

Tramway No. 7.

(Single line 2 chains 50 links or thereabouts in length) commencing in St. Matthew's-street by a junction with Tramway No. 1 at a point $\frac{3}{4}$ of a chain or thereabouts eastward of the barrack entrance in St. Matthew's-street and terminating in Norwich-road by a junction with Tramway No. 3 authorised by the Order of 1879, $1\frac{1}{2}$ chains or thereabouts westward of the said barrack entrance.

Tramway No. 8.

(Single line 2 chains 25 links or thereabouts in length). On Cornhill, commencing by a junction with Tramway No. 2, at a point $\frac{3}{4}$ of a chain, or thereabouts, west of Tower-

passage, and terminating by a junction with Tramway No. 3, at a point $1\frac{1}{2}$ chains, or thereabouts, east of the same passage.

Tramway No. 9.

(Two furlongs 4 chains, or thereabouts, in length, of which 2 furlongs, 3 chains, or thereabouts, is single line, and 1 chain, or thereabouts, is double line). Commencing at Major's Corner by a junction with Tramway No. 4. $\frac{1}{2}$ a chain, or thereabouts, west of the west side of Upper Orwell-street, and passing into and along Upper Orwell-street and Fore-street, and terminating in that street opposite the north end of Quay-street.

The Tramway No. 9 will be a single line, except for 1 chain from its termination, where it will be a double line.

The above tramways will pass from, through, or into, or be situate in the several parishes and places following, that is to say: St. Matthew, St. Margaret, St. Mary-at-the-Tower, St. Lawrence, St. Mary-at-the-Quay, and St. Clement, all in the borough of Ipswich, in the county of Suffolk.

At the following places it is proposed to lay the Tramways so that, for a distance of 30 feet or upwards, a less space than 9 feet 6 inches will intervene between the outside of the foot-path on the side of the streets hereinafter mentioned and the nearest rail of the Tramway, that is to say:—

Tramway No. 1.—In St. Matthew's-street, on both sides thereof, from a point 1 chain, east of the Barrack entrance to Hyde Park Corner.

Tramway No. 2.—In Westgate-street throughout on both sides.

Tramway No. 3.—In Tavern-street throughout on both sides.

Tramway No. 4.—In Carr-street throughout on both sides.

Tramway No. 5.—In Foundry-road on both sides for a distance of 3 chains from Carr-street.

In Great Colman-street on both sides from Foundry-road to Northgate-street.

In Northgate-street on its east side from Great Colman-street to Tavern-street.

Tramway No. 6.—In Crown-street throughout on both sides.

In Clay-lane throughout on both sides.

In Northgate-street on both sides from St. Margaret's Plain to Foundry-road.

In Foundry-road, on both sides, for a distance of 3 chains from Northgate-street, and for a distance of 3 chains from Carr-street.

Tramway No. 9.—In Upper Orwell-street throughout, on both sides.

In Fore-street throughout, on both sides.

Wherever in this notice any point or distance is described by reference to, or to the direction or distance from, any street, road, or other place (other than any stated side thereof), the point or distance so described is measured from the centre of the respective street, road, or place, and along the proposed line of tramway.

Each tramway is intended to be constructed on a gauge of three feet six inches.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

The Provisional Order will also provide for all or some of the following objects (that is to say):—

To authorise or to authorise and require the promoters from time to time, and either temporarily or permanently, to make, maintain,

alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works as may be necessary or convenient to the efficient working of their tramways, or any of them; or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds, or works, or buildings of the promoters.

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

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

To enable the promoters and any body corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, and any owners or lessees of any other tramways, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways and the rails, plates, sleepers, and works connected therewith, and of any roads or streets upon or along which the same or any part thereof are or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic on and along the same or any part thereof.

To enable the promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers and goods and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, any of the objects of the Provisional Order, and to confer other rights and privileges.

To incorporate with the Provisional Order and extend and apply to the tramways and works above described all or some of the powers and provisions of the "Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order or may be deemed expedient, to alter, amend, or repeal the provisions or some of the provisions of that Act.

To alter, amend, or repeal so far as may be necessary for all or any of the purposes aforesaid the provisions or some of the provisions of the "Ipswich Tramways Order, 1879."

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this advertisement 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 Suffolk, at his office at Ipswich, and with the Town Clerk of the borough of Ipswich, at his office in the Town Hall, Ipswich, and a copy of the same plans, sections, and advertisement, and a map of the town of Ipswich

with the lines of the proposed tramways delineated thereon, together with a diagram, will, on or before the said 30th day of November instant, be deposited for public inspection at the Board of Trade, in Whitehall-gardens, and that a copy of so much of the plans and sections as relates to each of the before-mentioned parishes or places, from, in, through, or into which the proposed tramways will be made or pass, and also a copy of this advertisement as published in the "London Gazette," will, on or before the said 30th day of November instant, be deposited for public inspection with the Parish Clerk of each such parish, at his residence, and in the case of any extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto.

All companies, corporations, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the 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 1st day of January next ensuing, and a copy of any such objection must at the same time be sent to the promoters on their behalf, and that in forwarding to the Board of Trade any such objection, the objectors or their agents should state that a copy of the same has been sent to the promoters or their agents.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Provisional Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for the same, at the offices of the undersigned.

Dated this 19th day of November, 1879.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster.

In Parliament.—Session 1880.

Exeter Corporation.—Allhallows Church.

(Purchase and removal of Church of Allhallows, Goldsmith-street, and agreements with respect thereto; Union of Parishes; Building of new Church, and arrangements as to endowment and patronage thereof; Power for Ecclesiastical Commissioners to settle Scheme for Union; Powers for Corporation to raise Money, and to sell lands; Sanitary Provisions; Amendment of Acts)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session, by or on behalf of the Mayor, Aldermen and Citizens of the City and County of the City of Exeter (hereinafter called the Corporation), for leave to bring in a Bill for an Act (hereinafter called the intended Act), to effect the purposes and confer the powers and privileges following, or some of them, that is to say:—

1. To authorize the Corporation to purchase by agreement, or otherwise, or to vest in the Corporation, the Parish Church of Allhallows, Goldsmith-street, in the City of Exeter, and the site thereof; and to empower the Corporation to pull down or remove the said Church, with its appurtenances, and to sell and dispose of, for their own purposes, the materials, furniture, and fittings thereof; and to divest and discharge the said Church and appurtenances, and the site thereof, of and from all sacred or ecclesiastical uses, purposes, and character, so that the same may be used for any secular purpose whatsoever, and freed from all interference and jurisdiction by any person or Corporation by reason of such Church, and the site thereof, having been consecrated or used for any ecclesiastical or sacred purposes; and to compensate or otherwise

make due provision for the vested rights and interests of the Rector of the said Parish Church of Allhallows.

2. To provide for the removal and re-interment in consecrated ground of the remains of persons buried in the said Church of Allhallows, and the removal of the tombstones and memorials therein.

3. To enable the Rector and Churchwardens of the parish of Allhallows, Goldsmith-street, and the trustees of "the Church Estate" of the said parish, with the consent of the Lord Bishop of the Diocese for the time being, and the Dean and Chapter of the Cathedral Church of St. Peter, in Exeter, as the patrons of the said Rectory and Parish Church, on the one hand, and the Corporation, either in their Municipal Capacity, or as the Sanitary Authority of the said City, on the other hand, to enter into and carry into effect agreements with respect to the purchase or acquisition by the Corporation of the said Church, site and premises; and to confirm, and if thought fit, to vary, any agreement already, or hereafter to be, made for that purpose.

4. To annex, or provide for the annexation and union, for all purposes, of the said parish of Allhallows with any one or more of the adjoining parishes of St. Stephen, St. Martin, St. Pancras, or St. Paul, in the said City, or to make provision for the union and amalgamation of the said parishes, or any two or more of them, as one parish; to make provision for the care and custody of the fonts, communion plate, books, and bells, and the parochial registers of the said parishes; and to make all enactments and provisions requisite for, or consequential on, the said purposes, or any of them; and (if found necessary or desirable for the purpose of any such union as aforesaid) to authorize the pulling down, and removal of any of the churches in the said parishes of St. Stephen, St. Martin, St. Pancras, and St. Paul, and the selling and disposal of the materials, furniture, and fittings thereof, and the divesting of such churches and the sites thereof, or any of them, of all ecclesiastical uses and purposes.

5. To provide for the constitution of some one or other of the churches of such united parishes as the Parish Church of, and for such united parish, and for divesting the other churches of the character of parish churches; and to authorize and empower the Bishop of the Diocese, for the time being, to determine whether such other churches shall be discontinued or disused, or shall be used for the performance of any, and what, Divine Services therein.

6. To provide for the appropriation, whether temporary or permanent, of the disused Parish Church of St. Martin as the Parish Church of, and for, the said parish of Allhallows, Goldsmith-street.

7. To authorize the building and fitting up of a new Church for any two or more of the said parishes when united, and for the purchase or acquisition of land for that purpose, and for the fixing or assignment of a district for such new Church, and the erection of the same into a parish for ecclesiastical and other purposes.

8. To make provision for the patronage and right of perpetual nomination of the Minister or Incumbent of such new Church between or among the present patrons of the said parish churches, or any of them, or in such other manner as may be expressed in the intended Act, or in the Scheme hereinafter mentioned; and to make all necessary or desirable arrangements and provisions with reference thereto, and to the endowment, fees, salary, and emoluments of such Minister or Incumbent; and to authorize and give effect to agreements between the said patrons relative to the matters aforesaid.

9. To provide for the endowment of such new Church, by means of the appropriation thereto of

the purchase money to be paid by the Corporation for the said Church of Allhallows, and of the present stipends, income, and property belonging or accruing to the said parish churches, or any of them; and of any other moneys and property that may be appropriated to, or receivable for, the purpose of such endowment; and to make applicable thereto or make other arrangements for the disposal of the income arising from the said "Church Estate" of Allhallows.

10. To confer upon the Lord Bishop of the Diocese for the time being, the Ecclesiastical Commissioners for England, and the Patrons, Rector, and Churchwardens of the said Parish Church of Allhallows for the time being, or some or one of them, and all other persons whose concurrence or consent may be necessary, full powers to sell and convey the said Church and site and premises, and to purchase the site for and build the new Church, and to make, do, enter into, and execute any contracts, agreements, deeds, or other instruments, matters, and things, which may be necessary, proper, or convenient for carrying into effect all or any of the objects of the intended Act; and to confirm (and, if need be, to vary) any such contracts or agreements as may have been entered into prior to the passing of the intended Act.

11. To authorize and empower the Ecclesiastical Commissioners for England, with the consent in writing of the Bishop of the Diocese for the time being, to prepare and certify a Scheme or Schemes for the union for all Ecclesiastical and other purposes of the said parishes, or any two or more of them, or for carrying into effect any of the purposes of the intended Act, which Scheme may contain proper directions for the appointment of the first Incumbent of the church of such united parish, and for regulating the course and succession in which the patrons shall present or nominate to the same, and all other provisions that may, in the opinion of the said Commissioners, be necessary for effectually carrying out the particular measures proposed by the Scheme, and to provide that every such Scheme, when approved by Her Majesty by Order in Council, may take effect from the date specified in the Scheme, or, if no date is specified, then from the date of the Order in Council.

12. To empower the Corporation to borrow for all or any of the purposes of the intended Act, and for the purposes authorized by the Local Government Board's Provisional Orders Confirmation (Belper Union, &c.) Act 1877, money on mortgage or otherwise on security of the Borough Fund, Borough Rate, District Fund, and General District Rate, or any other rates, tolls, dues, assessments, or payments, and of all, or any, lands, houses, or other property or revenue of the Corporation, or under their control, and to empower the Corporation to raise any such moneys by the creation and issue of debentures or debenture stock.

13. To empower the Corporation to sell, exchange, lease, or let any lands or other property to be transferred to them by the intended Act, or under the said Act of 1877.

14. To provide that due notice be given to the Corporation when any person within the City and County of the City of Exeter is suffering from small-pox, cholera, or any contagious or infectious disease.

15. To enable the Corporation by agreement to purchase or acquire any buildings, including the site thereof, which the Corporation may declare to be unfit for human habitation or to be required for the purpose of opening any ill-ventilated court or other place, and to repair or take down such buildings or retain or re-sell the same, and the site thereof, as the Corporation may think fit.

16. To prevent the first occupation as a dwelling house of any building until the granting of a cer-

tificate by the Corporation that such building is in accordance with the building bye-laws of the Corporation, and the drainage thereof is complete and duly ventilated.

17. To vary or extinguish all rights and privileges which would be inconsistent or interfere with the objects of the intended Act, and to confer other rights and privileges.

18. To amend, alter, or repeal the provisions, or some of the provisions, of the following Acts, viz.:—The local and personal Act 2 and 3 Wm. IV., cap. 106; the Local Government Board's Provisional Orders Confirmation (Belper Union, &c.) Act 1877; and all other Acts (public or private) relating to or affecting the Corporation, or the said several parishes or parish churches aforesaid or any of them.

And Notice is hereby also given that, on or before the 29th day of November instant, duplicate plans of the said Church and lands to be taken 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 City and County of the City of Exeter, at his office in Exeter; and on or before the same day a copy of the said plans, book of reference, and Gazette Notice will be deposited with the parish clerk of the parish of Allhallows, Goldsmith-street, 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 20th day of December next.

Dated this 14th day of November, 1879.

Bartholomew C. Gidley, Town Clerk,
Exeter, Solicitor for the Bill.

Geo. Norton, 22, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1880.

Scarborough and Whitby Railway.

(Revival of Powers of Scarborough and Whitby Railway Acts, 1871 and 1873, for compulsory Purchase of Land and Completion of Railways thereby authorised; For Cancellation of Bond entered into under Sec. 28 of the Scarborough and Whitby Railway Act, 1865; New Preference and other Capital, Application of Capital and Revenue, Postponement of Claims, Suspension of Actions, &c.; Confirmation of Agreements; to Vary or Extinguish Rights and Privileges; Incorporation and Amendment of Acts, and other Provisions.)

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

To revive or renew the powers conferred upon the Scarborough and Whitby Railway Company (in this notice called "the Company") by "The Scarborough and Whitby Railway Act, 1871" and "The Scarborough and Whitby Railway Act, 1873" in this notice called respectively "the Act of 1871" and "the Act of 1873" for the compulsory purchase of lands for, and for the construction of, the railways or some of them, by those Acts authorised so far as the powers granted by those Acts have not been already exercised, or so far as may be necessary for the due construction and completion of the said railways, that is to say:—

Railway No. 1 (hereinafter referred to as Railway No. 1) being the railway described as Railway No. 1, in the Act of 1871, as authorised to be altered and deviated by the Act of 1873, commencing in the township of Scarborough, in the parish of Scarborough, in a piece of ground called

Gallows Close, belonging or reputed to belong to Robert Forster and George Fenwick Brown, or one of them, and now in the occupation of William Whittingham, situate 5 chains or thereabouts from the south-west front of the West-parade, measured in a north-westerly direction, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Scarborough, Falsgrave, Newby, Throxenby, Scalby, Burniston, Cloughton, Cloughton Newlands, Staintondale, Fylingdales, Hawsker-cum-Stainsacre and Whitby, all in the North Riding of the county of York, and terminating in the said township of Hawsker-cum-Stainsacre, and parish of Whitby, in a parcel of land abutting on Larpool-lane, called or known as Larpool-hall-park, at a point distant 2 chains or thereabouts, measured in a north-westerly direction from the north-west end of Crowdy Hall.

Railway No. 2 (being Railway No. 1, described in and authorised by the Act of 1873), situate wholly in the townships of Falsgrave and Scarborough, in the parish of Scarborough, to commence from and out of Railway No. 1, at its commencement or proposed commencement in Gallows Close aforesaid, in the township of Scarborough, and to terminate at and by a junction with the North-Eastern Railway at a point 143 yards or thereabouts, measured in a westerly direction along the northern side of that railway from the west end of the ticket platform of the Scarborough station of that railway, in the said township of Scarborough, all in the parish and borough of Scarborough, in the North Riding of the county of York.

Railway No. 3. An extension of Railway No. 1, from its proposed termination at Larpool-lane (being Railway No. 2, described in and authorised by the Act of 1873), to commence in the township of Hawsker-cum-Stainsacre, at and on the south-eastern side of Larpool-lane, at the point of termination of Railway No. 1, and to terminate at a point 1 chain or thereabouts, measured in a southerly direction from the southern side of the road leading from Mayfield to Whitby, in the township of Ruswarp, and to form a junction there with the proposed extension of the Whitby, Redcar, and Middlesborough Union Railway, now in the course of construction, all which said railway will be situate in the said townships of Hawsker-cum-Stainsacre, and Ruswarp, and in the parish of Whitby.

Together with all proper stations, approaches, junctions, sidings, roads, works, and conveniences connected therewith respectively.

To revive and extend and enable the Company to exercise in respect of, and for the purposes of the intended railways and works, so far as the same have not already been exercised, or so far as may be necessary for the due construction and completion of the intended railways and works, and for effecting the objects of the intended Act, all or some of the powers and provisions of the Act of 1871, and the Act of 1873, and especially the powers and provisions thereof, relating to the compulsory purchase and taking of lands, the levying, demanding and taking of tolls, rates, and charges, the raising of capital, and the borrowing of money, and to continue or confirm all or any of the contracts, obligations, and liabilities contracted or incurred by or with the Company, or imposed on the Company in the exercise of the powers and provisions contained in those several Acts, or either of them.

To discharge and relieve the Company from all penalties, liabilities, and obligations which they have incurred or may incur by reason of their failure to construct or complete the railways and

works respectively authorised by the Acts of 1871 and 1873, within the periods by those Acts respectively limited in that behalf.

To provide that the moneys deposited with the Court of Chancery in England in respect to the application to Parliament for the Act of 1871, and the Act of 1863, as recited in the 37th section of the Act of 1871, and the 18th section of the Act of 1873, respectively, shall be and remain as a security for the completion of the proposed railways and works, or to make other provision for, or with respect to, the application of or for the payment out of Court of the said deposit moneys or some part thereof.

To suspend for a period to be fixed by the intended Act all actions, suits, judgments, and other proceedings against the Company for the recovery of debts, and to stay all proceedings against the Company now pending in the High Court of Justice, and other Courts, upon such conditions as may be prescribed by the intended Act.

To fix and regulate the capital of the Company, and to empower the Company, for the purposes of the intended Act, to raise additional capital by the creation and issue of new ordinary and preference shares or stock and debenture stock, or by any of those modes, and by borrowing on mortgage.

To attach to all capital to be hereafter created or issued by the Company (whether preference or debenture), special preference or priority over the capital, whether preference, debenture, or ordinary, already raised by the Company, and such other privileges as the intended Act may prescribe.

To make special provision for the application of the capital, or any part thereof, to be issued by the Company, and of the future revenue and income of the Company; and to postpone the payment or period of payment of the creditors of the Company, or to make provision for the payment or satisfaction of the claims of creditors in shares or otherwise.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes of the intended Act.

To authorize and require the Solicitor to the Lords Commissioners of Her Majesty's Treasury to deliver up, in order to the cancelling thereof, of the bond executed and entered into under Section 28 of the Scarborough and Whitby Railway Act, 1865, for the completion of the railways and works by that Act authorised, and if necessary to repeal that Act.

To amend, extend, vary, or repeal (so far as may be necessary or expedient) all or some of the powers and provisions of the Act of 1871, and the Act of 1873.

The intended Act will vary or extinguish all powers, rights, and privileges which may or can impede or interfere with the carrying out of the objects and provisions thereof, and will incorporate with itself all or some of the provisions (with or without modification) of the Companies' Clauses Consolidation Act, 1845, the Companies' Clauses Act, 1863, and the Companies' Clauses Act, 1869.

On or before the 30th day of November instant, plans and sections of the intended railways and works, the plans also showing the lands, houses, and property to be taken under the powers of the Act of 1871, and the Act of 1873, or of the intended Act, together with a book of reference to those 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 North Riding

of the county of York, at his office at Northallerton; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place, in or through which the intended railway and works will be made or pass, together with a copy of the said notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some parish immediately adjoining such extra-parochial place, at his place of residence.

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

Dated this 13th day of November, 1879.

Moody, Turnbull, and Graham, Scarborough,
Solicitors.

Durnford and Co., 38, Parliament-street,
Westminster, Parliamentary Agents.

Board of Trade—Session 1880.

Hastings Tramways.

(Construction of Street Tramways in the Borough of Hastings and Parishes of St. Leonards, St. Mary Magdalen, St. Michael-on-the-Rock, Holy Trinity, St. Mary-in-the-Castle, and St. Andrew's, Repeal and Amendment of Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next under the provisions of the "Tramways Act, 1870," for a Provisional Order to authorise the Hastings Tramways Company Limited, hereinafter referred to as "the Company" to make, form, lay down, and maintain the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, and conveniences that is to say:—

A tramway commencing in the parish of St. Leonard's at a point in the roadway leading from the West Marina Station of the London Brighton and South Coast Railway Company to the Marina opposite the Bopeep Hotel, passing thence along the Marina Grand Parade, the Esplanade roadway, Robertson-street, Queen's-road, Meadow-road, St. Andrew's-road, St. Helen's-road and terminating in the last named road at a point in the parish of St. Mary in the Castle at the junction of Downs-road and St. Helen's-road.

The Tramway will be a single line except at the following points (and at all such other necessary points as may be agreed upon between the Corporation and the promoters) viz.

- a. From a point half a chain eastward from the western end of the Colonnade to a point two chains eastward from the Archway over the roadway of the Grand Parade.
- b. From a point two chains westward to a point two chains north-eastward from the Albert Memorial.
- c. From a point opposite the Bedford Hotel to a point three chains south-west of that Hotel.
- d. From a point two chains south-west of the south side of Prospect-place, to a point one chain north of the same.
- e. From a point in St. Andrew's-road three chains southward from the southern face of the bridge carrying the South Eastern Railway over St. Helen's-road to a point in the last named road three chains northward from the north face of the said Bridge.

The proposed Tramways will be made and pass from, in, through or into the following

parishes or extra-parochial places or some of them, that is to say, St. Leonard's, St. Mary Magdalen, St. Michael-on-the-Rock, Holy Trinity, St. Mary-in-the-Castle and St. Andrew, all in the County of Sussex and Borough of Hastings.

In the following instances the said tramways will be laid along the several streets and roads hereinafter mentioned so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the said streets or roads hereinafter mentioned and the nearest rail of the tramway, that is to say:—

- a. In the Marina, Grand Parade, and Esplanade Roadway on the south side thereof for the entire length of such roads.
- b. In St. Andrew's-road on the west side thereof for a distance of three chains southward from the southern face of the bridge carrying the South Eastern Railway over St. Helen's-road.
- c. In St. Helen's-road on both sides thereof, from the southern face of the last-mentioned bridge to a point opposite Elphinstone-road.

The said tramway is intended to be constructed on a gauge of 3 feet.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To empower the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turn-outs, and other works, as may be necessary or convenient to the efficient working of the proposed tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage houses, works, or buildings of the Company.

To incorporate with the Provisional Order and extend and apply to the proposed tramway and works all or some of the powers and provisions of "The Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient to alter, amend, repeal, or extend all or some of the provisions of that Act, and to confirm or give effect to any agreement with any local authority.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, together with a copy of the Gazette notice, will be deposited for public inspection with the Clerk of the Peace for the eastern and western divisions of the county of Sussex, at his office at Lewes, and with the Clerk of the Peace of the borough and cinque port of Hastings, at his office at Hastings, that a copy of such plans, sections, and Notice will be deposited with the Town Clerk of the borough and cinque port of Hastings, at his office at Hastings, with the Clerk of the Urban Sanitary Authority for Hastings and St. Leonard's, at his office at Hastings, with the Clerk of the Parliaments, House of Lords, and at the Private Bill Office of House of Commons, and that a copy of such plans, sections, and Notice together with a published map of the district with the line of the proposed tramways marked thereon, and a diagram will be deposited at the office of the Board of Trade, Whitehall-gardens.

And notice is also given, that a copy of so much of the said plans and sections as relates to each parish, township, or extra-parochial place respectively, from, in, through, or into which the intended tramways will be made or pass, and

also a copy of the Gazette Notice will be deposited for public inspection with the Parish Clerk of each such parish at his place of abode, and in the case of any extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto at his place of abode.

All the above-named deposits will be made on or before the 29th day of November instant.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made will be furnished at the price of one shilling for each copy to all persons applying for the same at the office of the undersigned.

Every Company, Corporation, or person 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 1st day of January, 1880, and a copy of such objection must be sent to the promoters or their undersigned Solicitor and Parliamentary Agent on their behalf, and in forwarding to the Board of Trade such objections the objectors or their Agent should state that a copy of the same has been sent to the promoters or their agent.

Walter Webb, 23, Queen Victoria-street,
London, E.C., Solicitor and Parlia-
mentary Agent.

A. L. Sayer, Hastings, Local Solicitor.

In Parliament.—Session 1880.

Haverfordwest and St. David's Railway.

(Incorporation of Company; Construction of Railways between Haverfordwest and St. David's, in the County of Pembroke; Special Provisions as to Gauge; Compulsory Purchase of Lands; of Tolls; Incorporation of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them, that is to say:—To incorporate a Company (hereinafter referred to as "the Company"), and to empower them to make and maintain the railways hereinafter described, or some of them, or some part or parts thereof, together with all necessary and convenient stations, buildings, sidings, junctions, approaches, roads, bridges, and all other works and conveniences connected therewith (that is to say):—

1. A railway (hereinafter called Railway No. 1) commencing near Priory Mill, in a field numbered 231 on the tithe map, in the parish of St. Thomas, in the town and county of Haverfordwest, in the occupation of Edward Peters, and passing through the parishes of St. Thomas and Furzy Park and Portfield, in the town and county of Haverfordwest, and terminating at or near the termination of Railway No. 2 and the commencement of Railway No. 3, in a field in the occupation of John Thomas Fisher, in the parish of Steynton, near Bolton Hill Mill, in the hundred of Roose, in the county of Pembroke, and numbered 158 on the tithe map of the said parish of Steynton.
2. A railway (hereinafter called No. 2) commencing at a junction with the Great Western Railway, at a point 262 yards north-east of the 279th mile-post on the said railway, in the parish of Johnston, and ter-

minating by a junction with the proposed Railway No. 1, at its termination, and with the proposed Railway No. 3, at its commencement, in a field marked No. 158 on the tithe map of the parish of Steynton, in the hundred of Roose, in the county of Pembroke, in the occupation of the said John Thomas Fisher.

3. A railway (hereinafter called No. 3) commencing at the termination of proposed Railways Nos. 1 and 2, near Bolton Hill Mill, in a field marked No. 158 on the tithe map, in the parish of Steynton, in the hundred of Roose, in the county of Pembroke, in the occupation of the said John Thomas Fisher, and passing through the parishes of Steynton, Walton West, Walwyns Castle, Haroldstone West, Nolton, and Roch, all in the hundred of Roose, and Hayscastle, Brawdy, Whitechurch, and St. David's, in the hundred of Dewsland, all in the county of Pembroke, and terminating near the south-western extremity of Waun Fawr Common, belonging to the Ecclesiastical Commissioners, in a field numbered 1,164 in the tithe map, in the parish of St. David's, in the hundred of Dewsland, in the county of Pembroke.

4. A railway (hereinafter called No. 4), commencing at the termination of the proposed Railway No. 3, near the south-western extremity of Waun Fawr Common, belonging to the Ecclesiastical Commissioners, in the field numbered 1,164 on the tithe map in the parish of St. David's and terminating in a field situate at the corner of the road to Trevelly Farm, such field being numbered 1,455 on the said tithe map, in the same parish of St. David's, in the hundred of Dewsland, in the county of Pembroke, and in the occupation of Ann Greenish.

All which said railways, and the stations, works, and conveniences connected therewith respectively will be made or situate within the parishes, hundreds, townships, and extra-parochial or other places following, or some or one of them, that is to say: in the parishes of St. Thomas and Furzy Park and Portfield, in the town and county of Haverfordwest; and in the parishes of Steynton, Johnston, Walton West, Walwyns Castle, Haroldstone West, Nolton and Roch, in the hundred of Roose, in the county of Pembroke; and the parishes of Hayscastle, Brawdy, Whitechurch, and St. David's, in the hundred of Dewsland, in the same county of Pembroke.

It is intended by the Bill to take parts of certain lands, being or reputed to be commons or commonable lands, known respectively by the names hereinafter mentioned, and it is estimated that the quantities of such lands specified in each ease will or may be taken, of Cavarchell Common, in the parish of St. David's, 1 acre; of Ddowrog Common, in the same parish, 2 acres; of Waun Fawr, in the same parish, 5 acres.

To authorise the Company to purchase and to take by compulsion or otherwise, and to hold lands, houses, and other property required for the purposes of the said intended railways and works and of the Bill, and to vary and extinguish all rights or easements in, over, or affecting such lands and property which would interfere with or prevent the carrying into execution of any of the purposes of the Bill, and to exercise other and privileges.

To empower the Company to cross, divert, alter, and stop up, or otherwise interfere with,

either temporarily or permanently, all or any railways, tramways, canals, rivers, streams, roads, streets, bridges, sewers, drains, waters, water-courses, pipes, buildings, erections, or works of any description which it may be necessary or convenient to stop up, alter, remove, or divert, for the purposes of the intended works, or any of them, and to deviate horizontally from the lines of railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned to any extent to be authorised by the Bill.

To define and prescribe the gauge upon which the proposed railways shall be constructed, and if necessary to exempt the proposed railways from the operation of the Act 9 and 10 Vic., cap. 57, for regulating the gauge of railways.

To enable the Company to levy tolls, rates, and charges in respect of the intended railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, and to confer exemptions from payment of such tolls, rates, and charges.

To authorise 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, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance of all or any part of the intended railways and works, the supply of rolling stock and machinery, and of officers and servants for the purposes of the traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, 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 either of the contracting Companies to the other of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them. 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 Railway Clauses Act, 1863, and the Regulation of Railways Act, 1868.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railway and works, and the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the said Bill, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property, and also an ordnance map showing the general course and direction 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 in-

stant, be deposited for public inspection with the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest, in that county, and on or before the same day a copy of so much of the said plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the said railways or works are intended to be made, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this notice 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 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, 1879.

Stephens, Langdale, and Turner, 38, Bedford-row, London, Solicitors for the Bill.

W. H. Stephens, 45, Parliament-street, Westminster, Parliamentary Agent.

In Parliament—Session 1880.

Clacton-on-Sea Special Drainage District.

(Sea Wall or Embankment; Groynes and other Sea Defence Works; Promenades, Roads, Approaches, Drainage, and Improvements; Appointment of Commissioners with Power to Levy Rates or Assessments on the Special Drainage District; and to Borrow Money, Purchase Lands, and Construct Works.)

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

To provide for the appointment or incorporation of Commissioners (hereafter called "the Commissioners") for making and maintaining the works hereinafter described, and for carrying into effect the other purposes of the Bill, and to prescribe and regulate the number, qualification, and mode of electing or appointing the Commissioners, the appointment and remuneration of officers and servants, the keeping of accounts, and the appointment of auditors, and to define the powers and duties of such Commissioners, officers, servants, and auditors respectively.

To authorize and empower the Commissioners to make and maintain in the Clacton-on-Sea Special Drainage District, in the parish of Great Clacton, in the Rural Sanitary District of the Tendring Union, in the county of Essex, the following works and improvements, or some of them, or some part or parts thereof (that is to say):—

1. A sea wall or embankment on the sea-shore in front of Clacton-on-Sea, commencing at a point near high-water mark, distant 17 yards, or thereabouts, in a south-easterly direction from the boundary-stone at the south-east corner of the ground surrounding a martello tower, and numbered 175 on the tithe commutation map of the parish of Great Clacton, thence continuing in a north-easterly direction, at or about high-water mark, along the sea-shore at the base of the cliff to a point on the shore, distant 20 yards, or thereabouts, from the south-eastern end of the hedge-fence between the

arable fields numbered respectively 393 and 595 on the said tithe commutation map.

2. A promenade or roadway for foot-passengers, extending along the whole length of the intended sea wall or embankment before described, and to be situated partly on the said sea wall or embankment, and partly on the foreshore between the same and the cliff.
3. All necessary groynes, embankments, piers, buttresses, culverts, intercepting and other drains, approaches, and other works and conveniences in connection with the aforesaid intended works.
4. To cut down, lower, straighten, level, drain, and protect the cliff adjoining the sea-shore for the whole length of the said intended sea wall or embankment and promenade, and to improve the face of the cliff, and make foot-paths and stairs thereon, with convenient approaches thereto.

To authorize the Commissioners to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To enable the Commissioners to purchase lands and other property by compulsion or agreement, and to acquire easements in and over lands and other property for the purposes of the Bill.

To empower the Commissioners to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, footpaths, pipes, sewers, drains, streams, and watercourses within the aforesaid Special Drainage District and parish as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the intended works.

To make all necessary and proper provision for the forming, paving, metalling, sewerage, draining, lighting, and watering of the intended embankment, promenade, roads, approaches, and works, and if necessary or thought expedient, for the dedication of the said embankment, promenade, and works to the public, and for the future maintenance and repair thereof, and for the transfer to such body or person as may be specified in that behalf in the Bill of the duties and powers, or some of the duties and powers, of the Commissioners including their powers of rating, assessing, and borrowing and re-borrowing money.

To authorize and empower the Commissioners from time to time to make and levy rates or assessments upon the owners, lessees, and occupiers of houses, buildings, lands, and other hereditaments within the Special Drainage District of Clacton-on-Sea, for the purpose of making and maintaining the intended works, and for other the purposes of the Bill, and if deemed expedient to authorize and require the churchwardens and overseers of the poor of the parish of Great Clacton to levy and collect such rates or assessments from time to time, and to account to the Commissioners for the same, and to empower the Commissioners from time to time to borrow and re-borrow money upon the security of such rates or assessments, or on the credit or security of such other rates and assessments, whether now leviable or to be authorized by the Bill as may be appropriated by the Bill for the purpose, and, if thought expedient, to provide for the repayment of moneys borrowed by the Commissioners by a sinking fund or by annual or other instalments.

To authorize the Commissioners to vary the rates or assessments to be from time to time leviable for the purposes of the Bill, and to authorize the charging of different rates and

assessments in respect of the different lands, hereditaments, rights, interests, and property affected by the Bill.

To authorize the Commissioners to make agreements with any owners, lessees, and occupiers with respect to the apportionment and payment of such rates and assessments, and the payment of sums in gross in lieu of rates or assessments, or otherwise relating thereto, and to confirm any such agreements made or to be made; and to make provision for ascertaining and fixing, by arbitration or otherwise, the assessable value of any lands, houses, or property liable to be rated or assessed under the powers of the Bill, having regard to the execution of the objects of the Bill.

To authorize and provide for the making of bye-laws and regulations for carrying into complete effect and securing the due execution of all or any of the objects and purposes of the Bill, and the imposition of penalties for the non-observance thereof, and to provide all necessary and proper means for enforcing the same in such manner as may be prescribed in the Bill.

To exempt the Commissioners from the jurisdiction or control of all other Commissioners, guardians, bodies, or persons having or claiming any rights or powers over the Clacton-on-Sea Special Drainage District, the boundaries of which district are specified in a resolution of the Guardians of the Poor of the Tendring Union, as the Sanitary Authority for the Rural Sanitary District of that Union, dated the 29th day of May, 1878, and also in a schedule to the published approval of the Local Government Board, dated the 23rd day of July, 1878, and the said boundaries are also shown on a map or plan sealed with the seal of the Local Government Board deposited in the office of the said guardians, and also in the office of the Local Government Board.

The Bill will vary and extinguish all existing rights and privileges connected with the said Special Drainage District, or with any lands or property proposed to be purchased, taken, entered upon, or interfered with for the purposes of the Bill, or which would in any manner impede or interfere with such purposes, or any of them, and confer other rights and privileges.

And the Bill will or may incorporate with itself the provisions or some of the provisions of the Land Clauses Consolidation Acts, 1845, 1860, and 1869; and the Commissioners Clauses Act, 1847, and the provisions of the Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands during construction of works and with respect to the crossing of roads or other interference therewith.

And notice is hereby given, that on or before the 30th day of November, 1879, plans and sections of the works proposed to be authorized by the Bill, showing the lines, situation, and levels thereof, and the lands to be acquired under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office, at Chelmsford, and with the parish clerk of the said parish of Great Clacton, at his residence, Great Clacton.

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 11th day of November, 1879.

John Allen Redhead, 5, Mark-lane, London,
Solicitor.

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

Board of Trade.—Session 1880.

Staffordshire Tramways.

(Application for Provisional Order to authorize the use of Steam or other than animal power on the Tramways of the Staffordshire Tramways Company, Limited; Running Powers over Tramways of Wolverhampton Tramways Company, Limited; Running Powers to Wolverhampton Tramways Company, Limited, over Tramways of Staffordshire Tramways Company, Limited; Powers of Sale, Lease or Transfer to and of Leasing and Purchase by the Wolverhampton Tramways Company, Limited, of the Undertaking of the Staffordshire Tramways Company, Limited; Repeal or Amendment of Acts and Orders.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Staffordshire Tramways Company, Limited (hereinafter called "the Company") on or before the 23rd day of December next, for the following or some of the following among other purposes.

To amend, extend, and vary the provisions of the Staffordshire Tramways Order, 1879; Wolverhampton Tramways Order, 1877, and the Wolverhampton Tramways Extension Order, 1878.

To authorize and empower the Company, and all persons, Corporations and Companies lawfully using the authorized Tramways of the Company, or any or either of them to work such tramways for the purpose of traffic of every description or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws or regulations as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines or other mechanical or motive power, in addition to or in substitution for animal power.

To empower the Company, and any Company or persons for the time being working or using the tramways authorized by the Staffordshire Tramways Order, 1879, 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 Order, to run over, work, and use with their engines, horses, carriages and servants, and for the purpose of their traffic of every description, the tramways authorized by the Wolverhampton Tramways Order, 1877, and the Wolverhampton Tramways Extension Order, 1878, and all sidings, junctions, works and conveniences of or connected with the said tramways, and to confer similar powers upon the Wolverhampton Tramways Company, Limited, with respect to the tramways authorized by the Staffordshire Tramways Order, 1879.

To enable the Company on the one hand, and the Wolverhampton Tramways Company, Limited, on the other hand, from time to time to enter into agreements with respect to the working, interchange, accommodation and conveyance of traffic coming from or destined for the respective tramways of the Company, and of the Wolverhampton Tramways Company, Limited, and the division and appropriation of the revenue arising from such traffic.

To amalgamate or to authorize and provide for the amalgamation of the Company with the Wolverhampton Tramways Company, Limited, and to authorize the transfer, sale or lease to, and the leasing or purchasing by the Wolverhampton Tramways Company, Limited, of the undertaking of the Company, and the tramways authorized by the Staffordshire Tramways Order, 1879, and all stables, offices, buildings, land estate, and property, real or personal, effects, debts, credits, choses in action, authorities, powers, rights, privileges and liabilities of the Company, in such manner, for such

price and consideration, and upon such terms and conditions as may be agreed upon between the Company and the Wolverhampton Tramways Company, Limited, or as may be set forth in or otherwise provided for by the intended Order, and to confer upon the purchasing Company all or any of the powers, rights, authorities and privileges hereinbefore mentioned or intended to be conferred upon the Company.

To authorize the Company and the Wolverhampton Tramways Company, Limited, to enter into agreements with respect to the several matters aforesaid or any of them, and to provide for the carrying of such agreements into effect, and to confirm any such agreements as may have been entered into prior to the passing of the intended Order.

To incorporate with, and extend, and apply to the Provisional Order the provisions of the Tramways Act, 1870, and if necessary 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 Acts amending the said Acts or any of them, so far as they may respectively apply to or affect the said tramways or any engines or carriages to be used thereon, and also to repeal, amend or alter any other Act of Parliament which may in anywise affect such tramways, engines or carriages.

To confer upon the Company all rights, powers or privileges which may be 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 a copy of this advertisement will be deposited for public inspection as follows, with the Clerk of the Peace for the county of Stafford, at his office at Stafford, with the Clerk of the Wednesbury Local Board, at his office at Wednesbury, and with the Clerk of the Darlaston Local Board, at his office at Darlaston. A copy of such advertisement will also be deposited with the parish clerk of each parish affected, at his place of abode, and with regard to any extra-parochial place affected, a copy of such advertisement will be deposited with the parish clerk of some parish immediately adjoining thereto, at his place of abode. All the above-mentioned deposits will be made on or before the 29th day of November instant.

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, 1879, and printed copies thereof, when deposited, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy, to all persons applying for the same, at the office of the undersigned Walter Webb, 23, Queen Victoria-street, London, E.C.

Every Company, Corporation or person 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 1st day of January, 1880, and a copy of such objection must also be sent to the Company or their undersigned Solicitor and Parliamentary Agent on their behalf, and in forwarding to the Board of Trade such objections the objector should state that a copy of the same has been sent to the Company or their Agent.

Dated this 17th day of November, 1879.

Walter Webb, 23, Queen Victoria street,
London, E.C., Solicitor and Parliamentary Agent.

In Parliament.—Session 1880.

Rochester Corporation.

(Power to Corporation to subscribe to the undertaking of the Medway Docks Company; Purchase of undertaking of Strood Waterworks Company, and power to carry on same; Construction of Additional Waterworks, Embankment on the Foreshore of the River Medway and Sewage Works; Confirmation of Agreements in relation to rights of Corporation in Bed and Foreshore of River Medway; Erection of Corporation Offices; Borrowing powers, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Mayor, Aldermen and Citizens of the City of Rochester, in the county of Kent, being also the Urban Sanitary Authority of the said City (hereinafter referred to as the Corporation) for leave to bring in a Bill for the following or some of the following purposes, that is to say:—

To empower the Corporation to subscribe to the undertaking or any part of the undertaking of the Medway Docks Company (hereinafter called the Dock Company), and to nominate and appoint Directors of the Dock Company, and to prescribe or regulate the mode of such nomination or appointment, and the future retirement of the Directors of the Dock Company, and all matters incidental thereto or connected therewith.

To empower the Corporation, and the Dock Company from time to time to enter into and carry into effect, and to rescind, modify, and vary any contracts and agreements which may be made between the Corporation and the Dock Company, with reference to any of the matters aforesaid, and to sanction, confirm, and give effect to any such contracts or agreements.

To authorise the Corporation for the purpose of any such subscription, contract, or agreement, as aforesaid, from time to time to apply to such purpose any tolls, dues, rates, and charges which they are now or may hereafter be authorized to levy, and any other of their corporate funds; and for the like purpose to borrow monies by mortgage, debenture, or otherwise upon the security of the said tolls and dues, and the borough fund, and the borough rate, and any other property belonging to or under the control of the Corporation, and to accept and hold shares or stock, mortgages, debentures, debenture stock, or other securities of or in the undertaking of the Dock Company.

To provide for the sale and transfer by the Strood Waterworks Company (hereinafter called the Water Company), to the Corporation; and the acquisition and purchase by the Corporation of the undertaking, waterworks, reservoirs, aqueducts, mains, pipes, plant, stock, lands, waters, streams, property and effects now belonging to the Water Company, or which they are authorized to purchase, acquire, hold, or construct, or which may be held in trust for them by any person or persons, and all the rights, powers, privileges and authorities which now are or at any time hereafter may be vested in, exercised, used, or enjoyed by the Water Company, upon and subject to such terms and conditions, and in consideration of such annual or other payments as may already have been or may hereafter be agreed upon, or as may be prescribed by the Bill.

To empower the Corporation to carry on the undertaking of the Water Company; and for those purposes to confer upon them all usual and necessary powers for breaking up streets, roads and places, for laying, maintaining, repairing, and renewing mains, pipes, and other works, and for the purchase, sale, letting, hiring, or otherwise dealing in meters, fittings, pipes, and other apparatus, articles and things; and for the sale, supply

and consumption of water within the said City; and for the demanding and recovery of rents, rates, and charges therefor, and for the altering of any existing rents, rates, and charges, and for conferring, varying or extinguishing exemptions from the payment of any such rents, rates, and charges, and the preventing of the waste and misuse of water; and otherwise to enable them to have and exercise all the powers, rights, authorities and privileges of the Water Company in as full and ample a manner in all respects as the Water Company held and exercised the same.

To confirm any agreements between the Corporation and the Water Company relating to the matters aforesaid, or any of them, which may be or may already have been entered into prior to the passing of the Bill, and (if necessary) to alter or vary any such agreement or agreements, and to provide for the dissolution of the Water Company, and the winding up of its affairs.

To empower the Corporation to make and maintain the following new or additional waterworks and conveniences, to be wholly situate in the parish of Strood, and county of Kent, that is to say:—

1. A reservoir to be situate in and on the southern side of an arable field (part of Brompton Farm), belonging to and in the occupation of Frederick Stunt, and adjoining the northern boundary of the garden of a house belonging (with such house) to the devisees of the late William Payne, and in the occupation of William Harris.
2. A line of pipes, commencing in the existing works of the Water Company, situate in the road known as Strood Hill, and terminating in the intended reservoir hereinbefore described.
3. A line of pipes, commencing in the said intended reservoir, and terminating by a junction with the existing line of pipes of the Water Company in the said road known as Strood Hill, at a point immediately opposite to the said existing works of the Water Company.

And in connection with such new reservoir and other works to authorise the Corporation to make and maintain all necessary embankments, bridges, dams, weirs, gauges, byewashes, sluices, catch-water drains, culverts, tunnels, wells, cuts, adits, filter beds, pumps, pumping engines, approaches, works and conveniences, as shall be necessary for collecting, raising, impounding and distributing the streams, springs, and water to be appropriated under the powers of the intended Act.

To authorize the Corporation to construct on the foreshore of the River Medway for the protection of the lands and property upon the banks of the said river, with all proper approaches, retaining walls, side roads, rainwater and outfall drains, and other works and conveniences connected therewith:—

1. An embankment to be wholly situate in the parish of Strood, and to commence at the southern corner of the pond (belonging to Charles Roach Smith, and in the occupation of William Collins) near to the Cricketers' Arms Beerhouse, thence in a northerly direction to the north-east corner of the wharf known as the Commercial Wharf, thence in a north-easterly direction to the north-west corner of the garden at the rear of the house known as the Strood Institute, and thence in a south-easterly direction to and terminating at the embankment of the South Eastern Railway at a point 285 feet or thereabouts from the High-street in Strood aforesaid, measured in a south-westerly direction.
2. An embankment, to be situate within the

parishes of Strood and Frindsbury, and to commence in the said parish of Strood, on the south-eastern side of the South Eastern Railway, at the north-east abutment of the bridge which carries the railway over the creek, known as Elvy's Creek, and proceeding thence in a south-easterly direction to the south-west corner of the Esplanade, known as the Strood Esplanade; thence in a north-easterly direction to and terminating in the said parish of Frindsbury at or near the lock or entrance from the River Medway, into the canal basin of the South Eastern Railway Company there.

To empower the Corporation to make all necessary and convenient junctions and communications with existing streets or roads intersected or interfered with, by, or contiguous to the intended embankment works, or any of them, and to divert, widen, or alter the lines and levels of any existing streets or roads, for the purpose of connecting the same with such works or any of them, or of crossing under or over the same or otherwise.

To authorize the Corporation to make further and better provision for the drainage of portions of the said City of Rochester, and to construct within the said parishes of Strood and Frindsbury the Sewerage Works hereinafter described, together with all such branches, side cuts, drains, tunnels, bridges, sluices and conveniences as may be necessary for cleansing the existing and intended new sewers, and carrying off the sewage and for the collection, distribution, disinfection, filtration, or otherwise dealing with the sewage matter, and the sale thereof for agricultural and other purposes; and to enlarge, alter, improve, or discontinue existing sewers.

- (1). Covered sewage tanks, with engine and boiler houses and conveniences, occupying together an area of land, one acre or thereabouts, situate on the south-west side of and adjoining an occupation road, leading from the main road between Strood and Cuxton (where crossed by the railway bridge of the London, Chatham, and Dover Railway Company), to a landing stage in a creek of the River Medway, known as Temple Creek, and in a field in the said parish of Strood, partly used as a gravel pit, belonging to Charles Gustavus Whittaker, and Edward Hoar, and in the occupation of John Wood; the said field being bounded on the north-east by the occupation road leading from the main road between Strood and Cuxton to the old landing stage in the said creek of the River Medway, known as Temple Creek; on the south-west by another occupation road leading from the main road between Strood and Cuxton to Temple Farm; on the south-east by the Railway of the South Eastern Railway Company; and on the north-west by the said Railway of the London, Chatham, and Dover Railway Company.
- (2). A low level sewer, commencing in the said sewage works, and terminating in the Station-road, in the parish of Frindsbury, opposite the north-west end of the tunnel pathway, under the line of the South Eastern Railway Company there.
- (3). A high level sewer, commencing in the said sewage tanks, and terminating on Frindsbury-hill, in the parish of Frindsbury at a point 133 yards or thereabouts from the stone on the road leading from Strood to Frindsbury, marking the parliamentary and municipal boundary of Rochester, and numbered 25, measured in a south-westerly direction.
- (4). An effluent water drain, commencing in the said sewage tanks, and terminating in a creek

of the River Medway, in the parish of Strood, occupied with Temple Farm, and known as Temple Creek; at a point 150 feet or thereabouts from the centre of the bridge, by which the South Eastern Railway is carried across the said creek, measured in a north-westerly direction.

To authorize the Corporation compulsorily and otherwise to purchase, take, and hold all such houses, lands, springs, streams, and other hereditaments as shall be required for the purposes of the said additional water and drainage and embankment works respectively, or other the purposes of the said Bill, and all property, rights, easements, and interests whatsoever in, over, or affecting the same.

To empower the Corporation in the construction of the said several hereinbefore described intended works, to deviate, laterally from the lines delineated on the plans to be deposited as hereinafter mentioned to the extent to be defined upon the said plans, or as may be prescribed or authorized by the intended Act, and to deviate vertically from the level of the said several works respectively to such an extent as may be prescribed or authorized by such Act.

To empower the Corporation to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, bridges, streets, courts, passages, footpaths, pipes, sewers, rivers, streams, or any of them as it may be necessary or convenient to cross, divert, alter, or stop up, for the purposes of the said several hereinbefore described intended works or any of them.

To authorize the Corporation to alter, enlarge, and improve, their existing Guildhall, and erect and maintain offices, buildings, and conveniences in connection therewith, on any land now belonging to them or which may hereafter be acquired by them.

To authorize the Corporation from time to time to sell, demise, let on lease, or otherwise dispose of; any lands belonging to or to be acquired by them, and to exempt the Corporation with respect to any such lands from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

To confirm and carry into effect any agreements or arrangements which may be entered into between the Corporation and the Crown, the Board of Trade, the Board of Admiralty, or any other department of the State, in relation to the bed, soil and foreshore of the River Medway, within the limits of the city of Rochester by water; that is to say: between Sheerness and Hawkwood; and so far as may be necessary for this purpose, but no further, to alter, amend, enlarge, or repeal all or any of the provisions of "The Rochester Oyster Fishery Acts, 1727, 1865, and 1867."

To confer upon the Corporation all such powers, rights, authorities and privileges, as are or may become necessary for carrying the said intended Act into execution; to alter, amend, enlarge, or repeal all or any of the provisions of "The Medway Docks Acts, 1866, 1869, 1872, 1874, and 1879," and of any other Act or Acts, and extinguish any prescriptive charters, prescriptive rights, or privileges, inconsistent with or which could in any manner impede or interfere with the same; to enable the Corporation to levy tolls, rates and duties; 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 incorporate with the Bill all or some of the provisions of "The Municipal Corporations' Act 5 and 6 William IV, c. 76," and other Acts amending the same; "The Public Health Acts, 1875, 1878, and 1879;" and the several Acts

relating to Public Health and Local Government; "The Local Loans Act, 1875;" "The Waterworks Clauses Acts, 1847 and 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Companies Clauses Consolidation Acts, 1845 and 1863;" "The Commissioners' Clauses Act, 1847;" "The Harbours, Docks and Piers Clauses Act, 1847;" and so much of "the Railways Clauses Consolidation Act, 1845," as relates to the temporary use and occupation of lands during the construction of the works.

To authorize the Corporation to apply their Corporate funds and dues and other monies over which they may now or shall hereafter have control, and any tolls, dues, rates, rents and charges which they now levy or may hereafter be authorized to levy, to the several purposes of the said intended Bill, whether permanent works or otherwise, and to the payment of the costs, charges and expenses of promoting the said Bill, and also for those several purposes, or any or either of them, to borrow moneys by mortgage, debenture, or otherwise upon the security of the said tolls and dues, and the borough fund and borough rate, district fund and general district rate, and of the undertaking of the Water Company when the same shall have become vested in the Corporation, and of all or any other lands, houses, hereditaments, property, or revenues of the Corporation, whatsoever, or under their management or control; and to charge upon the said undertaking, and the borough fund and borough rate, district fund and general district rate, and other rates, rents, dues, revenues and property, or any of them in the discretion of the Corporation, the payments to be made to the Water Company as the consideration for the purchase of their undertaking.

And notice is hereby given, that on or before the 29th day of November instant, plans and sections of the work proposed to be authorized by the said intended Bill, showing the situation and levels thereof, and of the lands and houses intended to be compulsorily taken under the powers of the said intended Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county; and that on or before the said 29th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in which any works are proposed to be constructed, or any land may 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 for public inspection in the case of each such parish with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 14th day of November, 1879.

Richard Prall, Town Clerk, Rochester.

Robert J. Pead, 29, Parliament-street, Westminster, Parliamentary Agent.

Board of Trade, Session 1880.

Newhaven and Denton Waterworks.

(Application for Provisional Order for Authority to Construct Waterworks and to supply Water to Newhaven and Denton, in the county of Sussex.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December

next, for a Provisional Order, pursuant to the "Gas and Waterworks Facilities Act, 1870," to authorise and empower the person or persons or body or bodies of persons to be named in that behalf in the said Order (and hereinafter called the promoters), to construct and maintain waterworks, and to supply water, in and to the parishes of Newhaven and Denton, in the county of Sussex.

The intended Order will confer upon the promoters powers to make and maintain the works hereinafter described, with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, and other conveniences and appliances connected therewith respectively, that is to say:—

1. A well and pumping station, to be situated on certain lands belonging to the Right Honourable the Earl of Sheffield, at a distance of about nine chains in a south-westerly direction from the south-west corner of the Newhaven Coastguard Station.
2. A service reservoir, to be situated on lands belonging to the Right Honourable the Earl of Sheffield, at a point on the slope of the hill at a distance of about eight chains in a north-westerly direction from the said intended well and pumping station.
3. A main pipe commencing at the well and pumping station first before described, and terminating at the service reservoir secondly before described.
4. A main pipe commencing in the said service reservoir, thence passing to the road leading from Newhaven past the Coastguard Station to the Hope Inn, and thence along that road in a northerly direction, and along Prospect-place, North View-terrace, and Meeching-road, and terminating at the junction of the last-mentioned road with High-street, in the town of Newhaven.

The intended works before described will be wholly situate in the parish of Newhaven, in the county of Sussex.

The intended Order will authorise the promoters to exercise the following, or some of the following powers, viz.:—

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, public and private roads, highways, footpaths, streets, pavements, squares, alleys, bridges, public places, railways, tramways, sewers, drains, rivers, streams, and water-courses, in the aforesaid town and parishes.

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 in and over lands, houses, springs, streams, waters, and other hereditaments, for the purposes of their undertaking.

To supply water for domestic, public, trading, and other purposes, and to demand, collect, and recover rates, rents, and charges for such supply; to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges; 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, and any Local Board, Sanitary Authority, Company, Commissioners, trustees, surveyors, bodies, and persons within the limits of the Order, to contract and agree for a supply of water, in bulk or otherwise, for any purpose whatsoever.

The Order will also, for the purposes thereof,

alter, amend, enlarge, or repeal the provisions of any Act of Parliament or charter which would interfere with its objects, and it will incorporate with itself all or some of the provisions of "The Water Works Clauses Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary occupation of lands and such other matters as may be deemed expedient.

The Order will also confer upon the promoters the powers mentioned or referred to in "The Gas and Water Works Facilities Act, 1870," and all other powers usually conferred upon Water Companies.

On or before the 29th day of November, 1879, a copy of this advertisement, and a plan and section of the proposed works will be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes; and also at the Board of Trade, Whitehall, London.

Printed copies of the Draft Provisional Order, when deposited at the Board of Trade, and copies of the Order when made, may be obtained at the price of one shilling each, on application at the offices of the Solicitors and Parliamentary Agent named at the end of this Notice.

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 1st day of January, 1880, and copies of such representation or objection must, at the same time, be sent to the Solicitors or Parliamentary Agent for the Promoters.

Dated this 19th day of November, 1879.

Blaker and Son, Lewes, Solicitors.

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

Board of Trade.—Session 1880.

Norwood (Middlesex) Waterworks.

(Application to Board of Trade under "Gas and Water Works Facilities Act, 1870," for Provisional Order authorising extension of limits of water supply, increase of capital, &c.)

NOTICE is hereby given, that the Norwood (Middlesex) Waterworks Company Limited (hereinafter called "the Company"), intend to apply to the Board of Trade under "The Gas and Waterworks Facilities Act, 1870," for a Provisional Order to be confirmed by Parliament in the ensuing Session for the following purposes (that is to say):—

To extend the area or limits within which the Company are now authorised to supply water, and to include within such limits and enable the Company to supply water for public, private, and other purposes, to and within the whole, or some part or parts, of the parishes of Hayes, Hillingdon (except the district of the Uxbridge Local Board of Health in the parish of Hillingdon), Cowley, West Drayton, Harlington, Harmondsworth, East Bedfont, Feltham, Hanworth, and Cranford, in the county of Middlesex; and to confer upon the Company all necessary powers for affording throughout the whole or any part of their limits of supply as so extended, a proper and sufficient supply of water, and for preventing the waste, misuse, and contamination of the water of the Company.

The intended order will authorise the Company to increase their share and loan capital, and

to exercise the following, or some of the following, powers, namely:—

To lay down and maintain conduits, aqueducts, pipes, and other works in, under, over, across, and along, and to cross, break up, alter, divert, or stop up, or otherwise interfere with, roads, streets, highways, footpaths, bridges, railways, canals, sewers, drains, pipes, passages, and places within the aforesaid parishes, or any of them.

To levy rates, rents, and charges in respect of the supply of water within their extended limits, and to vary or extinguish existing rates, rents, and charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

To contract and agree with any local authority, company, commissioners, trustees, surveyors, or other bodies and persons, for a supply of water, in bulk or otherwise, for any purpose whatsoever; and the order will enable any such local authority, company, commissioners, trustees, or surveyors, or other bodies or persons to contract and agree with the Company for such supply, and to appropriate and apply funds, and raise additional funds by rates or otherwise for the purpose of any such contract or agreement.

The order will amend, as far as may be necessary for the purposes thereof, the Norwood (Middlesex) Water Order, 1878, and confer upon the Company all necessary powers for carrying into effect the aforesaid objects, and all such rights, powers, or privileges as they have or may exercise within their existing district for the supply of water; and the order will vary or extinguish all such rights or privileges as may impede the carrying of the objects thereof into effect, and confer other rights and privileges.

The order will incorporate with itself all or some of the provisions of the "Waterworks Clauses Acts, 1847 and 1863," and such parts of the "Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary use and occupation of lands, and such other matters as may be deemed expedient, and it will also confer upon the Company the powers mentioned or referred to in the "Gas and Waterworks Facilities Act, 1870," and all such other powers as are usually conferred upon water companies.

On or before the 30th day of November, 1879, a copy of this notice or advertisement will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, and also at the office of the Board of Trade, Whitehall, London; and on and after 23rd December, 1879, printed copies of the draft Provisional Order as deposited, and also printed copies of the order when made by the Board of Trade, may be obtained on application at the office of William Bell, 27, Great George-street, Westminster, at the price of one shilling each.

All companies or 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, Whitehall, London, on or before the 1st day of January, 1880, and a copy of such representation or objection must at the same time be sent to the undersigned solicitor or parliamentary agent for the Company.

Dated this 19th day of November, 1879.

J. L. Grove Powell, 17, Essex-street, Strand, London, Solicitor.

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

Board of Trade.—Session 1880.

Bristol Tramways (Extensions).

(Construction of Additional Tramways in Bristol; Provision as to Use of Steam or other Power; Arrangements with and Powers to Corporation of Bristol and certain Railway Companies; Abandonment of certain Authorised Tramways; and Provision for Release of Deposit; Amendment or Repeal of Acts and other Powers.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Bristol Tramways Company Limited (hereinafter called "The Company") for a Provisional Order under the provisions of "The Tramways Act, 1870," for the following or some of the following among other purposes (that is to say):—

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

Tramway No. 1. Single line, commencing in the parish of Bedminster by a junction with the northernmost siding of the Bristol Harbour Railway, at the eastern end thereof, at the back or south side of the Bristol Docks Prince's Shed, passing along Prince-street Bridge-road, over Prince-street Bridge, and terminating on the Quay, called "The Grove," in the parish of St. Stephen, at a point about 86 feet westward from the north-west angle of the West Mud Dock.

Tramway No. 2. Single line, wholly in the parish of St. Stephen, commencing by a junction with Tramway No. 1 at its point of termination, as above described, proceeding eastwards along, and terminating on "The Grove" at a point about 42 feet north of Dock Transit Shed, Letter F.

Tramway No. 3. Double line, commencing in the parish of St. Stephen by a junction with Tramway No. 2 at its point of termination, as above described, proceeding eastward along, and terminating on "The Grove," in the parish of St. Nicholas at a point about 14 feet north of the centre of an open shed at the junction of "The Grove," and "The Back."

Tramway No. 3a. Single line, wholly in the parish of St. Stephen, commencing by a junction with Tramway No. 3 at a point about 117 feet from its commencement, proceeding westward along, and terminating on "The Grove" at a point about 28 feet westward of Dock Transit Shed, Letter F.

Tramway No. 4. Single line, wholly in the parish of St. Nicholas, commencing by a junction with Tramway No. 3 at its termination, proceeding northwards along and terminating on "The Back," at a point about 48 feet from and opposite to premises in the occupation of Messrs. Granger and Son, Brewers.

Tramway No. 5. Single line, wholly in the parish of St. Nicholas, commencing by a junction with Tramway No. 4 at its termination, proceeding northwards along "The Back," and terminating on the Quay at the water side, at a point about 115 feet to the north of the "Back" ferry slip.

Tramway No. 5a. Single line, wholly in the parish of St. Nicholas, commencing by a junction with Tramway No. 5 at its termination, proceeding southwards along the Quay at the water side of "The Back," and terminating at a point about 4 feet to the north of "The Back" ferry slip.

Tramway No. 6. Single line, wholly in the parish of St. Nicholas, commencing by a junction with Tramway No. 5 at its termination, proceeding northwards along the Quay at the water side of "The Back," and terminating opposite the centre of Great King-street.

Tramway No. 7. Single line, wholly in the parish of St. Nicholas, commencing by a junction with Tramway No. 4 at its termination, proceeding northwards along "The Back," and terminating at a point opposite the north-east angle of Messrs. Wait and James's corn warehouse.

Tramway No. 8. Single line, wholly in the parish of St. Nicholas, commencing by a junction with Tramway No. 7, at a point about 368 feet from its commencement, proceeding northwards across "The Back" Quay, and terminating by a junction with Tramway No. 6, at a point 172 feet or thereabouts from and to the south of the termination thereof.

Tramway No. 9. Single line, wholly in the parish of St. Stephen, commencing by a junction with Tramway No. 1 at its termination, proceeding across the approach to Prince-street Bridge, and thence westward and northward on to and terminating on the "Narrow-quay," at a point about 60 feet south of Dock Crane No. 5.

Tramway No. 10. Single line, commencing in the parish of St. Stephen by a junction with Tramway No. 9 at its termination as above described, proceeding northwards along the Narrow-quay and the Broad-quay, crossing the approach to the Draw-bridge, thence proceeding in a northerly direction along the Quay, by the Stone-bridge, into and terminating in the parish of St. Leonard and parish of St. Michael, or one of them, in Rupert-street, by a junction with the proposed Tramway No. 16, at a point opposite the transit warehouse of Messrs. Waterman.

Tramway No. 11. Single line, commencing on "The Back," in the parish of St. Nicholas, by a junction with Tramway No. 6, at a point about 110 feet from the termination thereof as above described, thence proceeding westward, into and along Great King-street, across the junction of Prince-street and Marsh-street, into and along Thunderbolt-street, on to and along and terminating on the Broad-quay, in the parish of St. Stephen, by a junction with Tramway No. 10, at a point opposite the centre of Dock Transit Shed, Letter A, and at a distance of 15 feet to the east thereof.

Tramway No. 12. Single line, wholly in the parish of St. Nicholas, commencing on "The Back" by a junction with Tramway No. 6, at the termination thereof, as above described, proceeding northward along the Welsh-back, on to the approach to Bristol Bridge, and terminating there by a junction with the authorised tramways of the Company, at a point opposite the centre of St. Nicholas Church.

Tramway No. 13. Single line, wholly in the parish of St. Nicholas, commencing in Great King-street by a junction with Tramway No. 11, at a point 50 feet or thereabouts east of the junction of that street with Back-street, proceeding into and along Back-street, and terminating in Baldwin-street by a junction with the authorised tramway of the Company, at a point opposite the steps adjoining and to the east of the Fish-market.

Tramway No. 14. Single line, wholly in the parish of St. Stephen, commencing on the approach to Prince-street Bridge by a junction with Tramway No. 1, at a point 30 feet or thereabouts from and to the north of the north end of Prince-street Bridge, proceeding into and along

Prince-street, and terminating by a junction with Tramway No. 11, at the junction of Marsh-street with Prince-street.

Tramway No. 15. Single line, wholly situate in the parish of St. Augustine, commencing by a junction with the existing tramway of the Corporation in St. Augustine's-parade, at a point opposite the house No. 24 in that parade, passing along that parade into and terminating in the road on the western side of the Floating Harbour, at a point 30 yards or thereabouts from the commencement of the proposed tramway.

Tramway No. 16. Double line, commencing in the parish of St. Augustine by a junction with Tramway No. 15, at the termination thereof, as above described, passing along the said road on the western side of the Floating Harbour, thence into and along the road called Under-the-Bank, Rupert-street, a proposed new street from Rupert-street to Bridewell-street, Bridewell-street and St. James's Churchyard, and terminating in the parish of St. James, in St. James's Churchyard, by a junction with the authorised tramways of the Company, at a point 180 feet or thereabouts from and to the north-east of the north-eastern end of Bridewell-street.

Tramway No. 17. Double line, commencing in the In-parish of St. Philip and Jacob, by a junction with the existing tramways of the Company in Old Market-street, at a point 60 feet or thereabouts south-west of the junction of Old Market-street with Midland-road, passing into and along Midland-road, and terminating in the Out-parish of St. Philip and Jacob in that road, at the entrance gate to the Goods Depot of the Midland Railway Company, opposite Willway-street.

The proposed tramways will be made or pass from, in, through, or into the parishes, extra-parochial or other places following, or some of them, that is to say:—Bedminster, St. Stephen, St. Leonard, St. Nicholas, St. Augustine, St. Michael, St. James, St. John, St. Philip and Jacob (In), and St. Philip and Jacob (Out), all in the city and county of Bristol.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 10 feet 6 inches will intervene between the outside of the footpaths on the side of the said streets or roads hereinafter mentioned and the nearest rail of the tramway.

As regards Tramway No. 1.—In Prince-street Bridge-road, on the west side thereof, for a distance of 80 feet or thereabouts from the commencement of the tramway; and on the eastern side thereof, between Prince-street Bridge and a point 80 feet or thereabouts from and to the south of that bridge. On Prince-street Bridge, on the eastern side thereof, throughout its entire length.

As regards Tramway No. 10.—On the Quay, on both sides thereof, between points respectively 60 feet south and 110 feet north of St. Stephen's-avenue.

As regards Tramway No. 11.—In Great King-street, on the south side thereof, between Custom House-avenue and Prince-street. In Thunderbolt-street, on both sides thereof, throughout its entire length.

As regards Tramway No. 12.—On the Welsh Back, between points respectively 130 feet and 290 feet north of Crow-lane.

As regards Tramway No. 16.—In Rupert-street, on both sides thereof, throughout its entire length. In Bridewell-street, on both sides thereof, between the junction there-

with of the proposed new street and the northern end of Bridewell-street.

2. To empower and require the Company from time to time to make such crossings, passing-places, sidings, junctions, curves, turnouts, turntables, 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.

3. 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, water-courses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph tubes, wires, and apparatus, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for the purposes of the Provisional Order.

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

5. To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways, and for the conveyance of traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and charges.

6. To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways may be laid, and to exempt the Company from the payment of the whole or some part of any highway, or other rate or assessment, in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid, and to provide for and regulate the user by the Company, for the purposes of the Provisional Order, 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.

7. To reserve to the Company the exclusive right of using on their tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edged rail or on a grooved rail.

8. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons or corporations, other than the Company, with carriages with flange wheels specially or particularly adapted to run on an edged rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

9. To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Mayor, Aldermen, and Burgesses

of the city of Bristol (hereinafter called "the Corporation") or some other public body or authority, to make bye-laws, rules or regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Provisional Order.

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

11. To enable the Company and the Corporation, and any trustee, or other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal, mechanical, or other motive power.

12. To authorise the use on the existing authorised and proposed tramways of the Company, or on any tramways leased to the Company, or any or either of them, or any part or parts thereof respectively, of carriages and engines moved by steam and other mechanical power, and so far as may be necessary to repeal, alter, amend, or extend all or some of the provisions of the following, among other Acts, that is to say:—"The Tramways Act, 1870," "The Locomotive Act, 1861," and "The Locomotives Act, 1865," or any or either of those Acts, and any Act amending the said Acts, or any or either of them, so far as they respectively may apply to or affect the said existing authorised leased and proposed tramways, or any or either of them, or any part or parts thereof respectively, or any engines or carriages to be used thereon.

13. It is intended to run upon the tramways proposed to be authorised by the intended Order carriages and trucks adapted for use upon railways.

14. To authorise the Company on the one hand, and the Corporation and the Great Western Railway Company and the Midland Railway Company, or any other Company, body, or person, 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 reference to the construction, working, user, management, and maintenance of the existing authorised and proposed tramways of the Company, or of any part or parts thereof, the transfer to and vesting in the Corporation and the said Railway Companies, or any other Company, body, or person, or any or either of them, of the said tramways or any part or parts thereof, the payments to be made and the conditions to be performed with respect to any such working, use, management, maintenance, transfer, and vesting the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, the fixing and division of the tolls, rates, receipts, and re-

venues 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 parties to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, and to authorise the Corporation and the said Companies, or either of them, or any other Company or body, to subscribe and contribute towards the making and maintaining of the intended tramways and works, or any or either of them, or any part or parts thereof, and for all or any of the purposes aforesaid to apply their respective funds and revenues, and as regards the Corporation to raise money by borrowing, and as regards the said Railway Companies, or other Company, or either of them, to raise money by the creation of new shares or stock in their respective undertakings, either ordinary or preferential, or by borrowing.

15. To authorise the Company and the Corporation to enter into and carry into effect agreements and arrangements for or with reference to the running over, working, and using by the Company, for the purposes of traffic of every description, the whole or any part of the tramways of the Corporation, upon such terms and conditions (pecuniary and otherwise) as have been or may hereafter be agreed upon.

16. To authorise the Corporation and the Company to enter into and to carry into effect agreements for or with reference to all or any of the purposes of the Provisional Order, and to sanction and confirm any agreement already made, or which, prior to the confirmation of the Provisional Order, may be made for or with reference thereto.

17. To authorise the Company to run on tramways numbered respectively 8, 8a, 13, 13a, 13b, 13c, 13d, and 13f, authorised by "The Bristol Tramways (Extensions) Order, 1879," and on their existing tramways in Old Market-street, carriages and trucks adapted for use upon railways, and so far as may be necessary for such purposes to amend or repeal the provisions of section 34 of "The Tramways Act, 1870."

18. To authorise and require the Company to abandon and relinquish the construction of the Tramways Nos. 4 and 5, authorised by the Bristol Tramways (Extensions) Order, 1877; and to relieve the Company from all liabilities, obligations, penalties, and forfeitures for the non-completion thereof, and to provide for the payment out of court of the balance of the money applied in respect of the said Order of 1877, and now in the Chancery Division of the High Court of Justice as security for the completion of the said tramways, and to authorise and empower the Commissioners of Her Majesty's Treasury to consent to such payment out accordingly.

19. To vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects and purposes of the Provisional Order, and to confer other rights and privileges.

20. To incorporate with the Provisional Order and to extend and apply to the intended tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, or repeal the provisions or some of the provisions of that Act and of "The Bristol

and Eastern District Tramways Order, 1875," "The Bristol Tramways (Extension) Order, 1876," and "The Bristol Tramways (Extensions) Order, 1877," and "The Bristol Tramways (Extensions) Order, 1879," and the several Acts relating to the Corporation, the Great Western Railway Company, and the Midland Railway Company, and all other Acts, if any, relating to or which may be affected by the Order.

21. And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this notice, will be deposited on or before the 29th day of November inst., at the office of the Board of Trade, Whitehall-gardens, Westminster, and also for public inspection with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol, and with the Mayor, Aldermen, and Burgesses of the city of Bristol, at the office of the town clerk, and that a copy of so much of the said plans and sections as relates to each of the districts, parishes, or extra-parochial places from, in, through, or into which the proposed tramways and works will be made or pass, and also a copy of this notice will, on or before the 29th day of November inst., be deposited for public inspection with the local authority of each such district at the office of their clerk, and with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining thereto, at his residence.

22. The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade aforesaid, on or before the 23rd day of December next, and printed copies of the Draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the respective offices of the undersigned.

23. All Companies, Corporations, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for the 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 1st day of January, 1880, and copies of the said objections must at the same time be sent to the Company, at their office, Royal Insurance-buildings, Bristol, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the Company or their agents.

Dated this 21st day of November, 1879.

Stanley, Wasbroughs, and Doggett, 12, Royal Insurance-buildings, Corn-street, Bristol, Solicitors for the Provisional Order.

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

Board of Trade.—Session 1880.

The Tramways Act, 1870.

Edgware Road—Grooveless Tramways.

(Construction of Tramways along the Edgware-road; Power to levy Tolls; Agreements with Local Authorities and other Parties; Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, under the provisions of the above Act, for a Provisional Order to authorize the making, forming, laying down, maintaining, and using the tramways

hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith:—

Description of Works.

1. A Tramway (No. 1) commencing in the Edgware-road at a point about $\frac{1}{2}$ chain N.W. from the north-westerly end of the safety crossing situate near the junction of the Edgware-road with Uxbridge-road and Oxford-street, and passing thence along and terminating in the Edgware-road at a point about $1\frac{1}{2}$ chains N.W. from the aforesaid north-westerly end of safety crossing.
- 2 and 2A. Tramways (Nos. 2 and 2A), both commencing at the aforesaid termination of Tramway No. 1, and passing thence along and terminating in Edgware-road at points respectively 4 feet S.W. and 4 feet N.E. from a point about one chain N.W. from the lamp standard in the centre of the safety crossing situate near the junction of Chapel-street with Edgware-road.
- 3 and 3A. Tramways (Nos. 3 and 3A), commencing respectively at the terminations of Tramways Nos. 2 and 2A as above described, and passing thence along and terminating in Edgware-road at a point about 55 feet S.E. from the point at which a line drawn along the centre of Edgware-road and a line drawn along the centre of the Terrace, and produced, would intersect.
4. A Tramway (No. 4) commencing in Edgware-road by a junction with Tramway No. 3 at a point about 2 chains N.W. from the lamp standard in the centre of the safety crossing situate near the junction of Chapel-street with Edgware-road, and passing thence along and terminating in the Edgware-road by a junction with Tramway No. 3A at a point about $3\frac{1}{2}$ chains N.W. from the lamp standard in the centre of the safety crossing last described.
5. A Tramway (No. 5) commencing at the aforesaid termination of Tramways Nos. 3 and 3A, and passing thence along and terminating in Edgware-road at a point about $3\frac{1}{2}$ chains N.W. from the point at which lines drawn along Edgware-road and the Terrace, as above described, would intersect.
- 6 and 6A. Tramways (Nos. 6 and 6A) both commencing at the aforesaid termination of Tramway No. 5, and passing thence along and terminating in Edgware-road at a point about $2\frac{1}{4}$ chains S.E. from the east corner of Edgware-road Station.
7. A Tramway (No. 7) commencing at the aforesaid termination of Tramways Nos. 6 and 6A, and passing thence along and terminating in Edgware-road at a point about $1\frac{1}{4}$ chains S.E. from the aforesaid east corner of Edgware-road Station.

The above-mentioned tramways will be situate in or pass from, through, or into the parishes of Saint Marylebone, Paddington, Hampstead, or otherwise St. John's, Hampstead, and Willesden, some or one of them, in the county of Middlesex.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

The Provisional Order will also provide for all or some of the following objects (that is to say):—

To authorize the Promoters from time to time, either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works, in addition to those particularly

specified in the notice, as may be necessary for or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, carriage houses, works, or buildings of the Promoters.

To authorize and empower the Promoters, and all persons, corporations, and companies lawfully using the proposed tramways, or any or either of them, to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such Bye-laws as the Board of Trade may from time to time make.

To enable the Promoters, for all or any of the purposes of the undertaking, to purchase or acquire or to take easements over lands and houses, and to erect offices, buildings, or other conveniences on any of such lands.

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

To enable the Promoters and any body corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, removing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any road or street upon or along which the same or any part thereof are or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic on and along the same, or any part thereof.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemption from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

To vary and extinguish all rights and privileges inconsistent with or which would or might in any way interfere with any of the objects of the Provisional Order, and to confer other rights and privileges.

To incorporate with the Provisional Order and extend and apply to the tramways and works above described all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be necessary for the purposes of the Provisional Order, or may be deemed expedient to alter, amend, or repeal the provisions, or some of the provisions of that Act.

And notice is hereby further given, that on or before the 29th day of November instant, plans and sections of the proposed tramways and works, and a copy of this notice, together with a published map with the line of the proposed tramways marked thereon, and a diagram of the scale prescribed by the Board of Trade, will be deposited at the office of the Board of Trade, in Whitehall-gardens, and on or before the same day duplicate copies of the said plans and sections, with a copy of this notice, will be deposited with

the Clerk of the Peace for the county of Middlesex, at his office at the Session House, Clerkenwell; at the office of the Vestry Clerk of the parish of St. Marylebone, at the Court-house, Marylebone-lane; at the office of the Vestry Clerk of the parish of Paddington, at the Vestry Hall, Harrow-road; at the office of the Vestry Clerk of the parish of Hampstead, at the Vestry Hall, Haverstock-hill; and as regards Willesden, at the office of the Clerk to the Willesden Local Board in the Edgware-road, and with the parish clerk at his residence; and a copy of so much of the said plans as relates to any other parishes from, in, through, or into which the proposed tramways and works will be made or pass, will, on or before the said 29th day of November, be deposited for public inspection with the clerk of each such parish, at his residence, and, in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished, at the cost of one shilling for each copy, to all persons applying for the same, at the office of the undersigned, Messrs. Fowler and Co., 3, Victoria-street, Westminster.

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 to the Railway Department of the Board of Trade, on or before the 1st day of January next, and copies of the objections must at the same time be sent to the said Messrs. Fowler and Co.

Dated this 20th day of November, 1879.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors and Parliamentary Agents.

In Parliament.—Session 1880.

Skipton and Kettlewell Railway.

(Incorporation of Company; Construction of Railway between Skipton and Kettlewell, in the West Riding of Yorkshire; Compulsory Purchase of Lands; Power to Levy Tolls and Rates; Working Traffic and other Arrangements with the Midland, Lancashire and Yorkshire, and Great Northern Railway Companies; Amendment of Acts; and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session to incorporate a Company (hereinafter referred to as "the Company") for making and maintaining the railway hereinafter mentioned, or some part thereof, together with all necessary and convenient stations, sidings, junctions, approaches, bridges, roads, and all other incidental and proper works and conveniences connected therewith (that is to say):

A railway commencing by a junction with the Midland (Little North Western) Railway, at a point measuring 567 yards or thereabouts in a south-easterly direction along that railway, from the centre of the first bridge from Skipton, carrying the said railway over the River Aire, and terminating at a point measuring 320 yards or

thereabouts in an easterly direction from the Cornistone and Kettlewell road, and 220 yards or thereabouts in a southerly direction from the back of a cottage occupied by Adam Wiseman, and in a field at the east side thereof commonly known as "Priest's Rain," owned and occupied by Anthony Horner, which said field is situated in the township of Kettlewell, otherwise Kettlewell-with-Starbottan, in the parish of Kettlewell, which intended railway will pass from, to, through, or into the following parishes, townships, and places, or some of them, that is to say:—Skipton, Stirton-with-Thorlby, Gargrave, Holme, Demesne, Flasby-with-Winterburn, Broughton, Burnsall, Hetton, Rilstone, Cracoe, Linton, Threshfield, Shirethornes, Grassington, Consistone-with-Kilnsey, Kettlewell, and Kettlewell-with-Starbottan, all in the West Riding of the county of York.

To authorise the Company to purchase, by compulsion or otherwise, all or any lands, houses, and property for the purpose of the intended railway and other works in any of the before-mentioned parishes, townships, extra parishes, and other places.

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 railway and other works, or any 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 and 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 railway 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 railway 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 Midland Railway Company, the Lancashire and Yorkshire Railway Company, and the Great Northern 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, or arrangements for or with respect to the construction, working, use, management, and maintenance by either of the contracting companies of all or any part of the undertaking of the Company, the supply of rolling stock and machinery, and of offices 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 constructions, working, use, management, and maintenance, the interchange, accommodation, conveyance, and

delivery of the traffic coming from or destined for the respective undertakings of the contracting companies, the levying, fixing, division, and appropriation of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks (whether annual or in gross) to be paid, made, or allowed by 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, and all companies and persons lawfully using the railway of the Company, 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 cases of disputes, so much of the railway of the Midland Railway Company as lies between the termination of the intended railway and the Keighley Station of that Company, together with the use of that station, as also of the Skipton Station of the same Company, 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. 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 Clause Acts, 1845, 1863, and 1869; the Lands Clauses Acts, 1845, 1860, and 1869; the Railway Clauses Acts, 1845 and 1863; and the Regulation of Railways Act, 1868.

And notice is also hereby given, that plans and sections of the proposed railway and works, and of the lands and houses proposed to be taken, with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and houses, together with an Ordnance map with the line of the proposed railway delineated thereon, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of Yorkshire, at his office at Wakefield, in the said 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 railway 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 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 13th day of November, 1879.

Stephens, Langdale, and Turner, 30, Bedford-row, London;
George Robinson, Bank-buildings, Skipton;
Solicitors for the Bill.

W. H. Stephens, 45, Parliament-street,
Westminster, Parliamentary Agent.

Board of Trade.—Session 1880.

The Tramways Act, 1870.
Cheltenham Tramways.

(Construction of Tramways in and near the Borough of Cheltenham; Power to levy Tolls; Agreements with local Authorities and other parties; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, under the provisions of the above Act, for a Provisional Order to authorise the making, forming, laying down, maintaining, and using the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith.

Description of Works.

Where in the description of any of the proposed tramways, any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets, and continued, would intersect each other, and a point described as being opposite a street is to be taken (unless otherwise stated) as being opposite the centre of the street.

- (1.) A Tramway No. 1, commencing in Tewkesbury-road, at or near its junction with Elm-street and passing thence along and terminating in the said Tewkesbury-road, at or near its junction with Russell-place.
- (2 and 2A.) Tramways Nos. 2 and 2A, both commencing at the aforesaid termination of Tramway No. 1, and terminating in Tewkesbury-road at its junction with Cleveland-street.
- (3.) A Tramway No. 3, commencing at the aforesaid termination of Tramways Nos. 2 and 2A, and passing thence along Tewkesbury-road and into and terminating in High-street at a point about 150 feet south-east from the junction of St. George's-street with the said High-street.
- (4 and 4A.) Tramways Nos. 4 and 4A, both commencing at the aforesaid termination of Tramway No. 3, and terminating in High-street at or near its junction with St. George's-place.
- (5.) A Tramway No. 5, commencing at the aforesaid termination of Tramways Nos. 4 and 4A, and passing thence along and terminating in the High-street at a point about 270 feet south-east from the junction of St. James's-street with the High-street.
- (6 and 6A.) Tramways Nos. 6 and 6A, both commencing at the aforesaid termination of Tramway No. 5, and passing thence along and terminating in High-street at or near its junction with Berkeley-street.
- (7.) A Tramway No. 7, commencing at the aforesaid termination of Tramways Nos. 6 and 6A, and passing thence along and terminating in High-street at or near its junction with Old Bath-road.

All the aforesaid tramways will be wholly situate in the parish of Cheltenham, in the county of Gloucester.

- (8.) A Tramway, No. 8, commencing in Queen's-road at a point about 200 feet north from the centre of the bridge carrying the said Queen's-road over the Great Western Railway, and passing thence along and terminating in Queen's-road at a point about 132 feet south-east from the aforesaid centre of bridge.

- (9 and 9A.) Tramways, Nos. 9 and 9A, both commencing at the aforesaid termination of Tramway No. 8 and passing thence along and terminating in Queen's-road at a point about 280 feet south-east from the centre of the bridge above mentioned.

- (10.) A Tramway, No. 10, commencing at the aforesaid termination of Tramways Nos. 9 and 9A and passing thence along Queen's-road and into and terminating in Lansdown-place at a point about 630 feet east from the junction of Lansdown-road with Lansdown-place.

- (11 and 11A.) Tramways, Nos. 11 and 11A, both commencing at the aforesaid termination of Tramway No. 10 and passing thence along and terminating in Lansdown-place at a point about 148 feet east from the aforesaid termination of Tramway No. 10.

- (12.) A Tramway No. 12, commencing at the aforesaid termination of Tramways Nos. 11 and 11A, and passing thence along Lansdown-place, Montpellier-street, and into and terminating in Old Well-lane, at a point about 75 feet north-east from the junction of St. George's-road with Old Well-lane.

- (13 and 13A.) Tramways Nos. 13 and 13A, both commencing at the aforesaid termination of Tramway No. 12, and passing thence along and terminating in Old Well-lane, at a point about 182 feet north-east from the aforesaid termination of Tramway No. 12.

- (14.) A Tramway No. 14, commencing at the said termination of Tramways Nos. 13 and 13A, and passing thence along Old Well-lane, Clarence-parade, Clarence-street, across High-street, along North-street, Albion-street, and into and terminating in Winchcomb-street, at a point about 187 feet south-west from the junction of Mount-pleasant with the said Winchcomb-street.

- (15 and 15A.) Tramways Nos. 15 and 15A, both commencing at the aforesaid termination of Tramway No. 14, and passing thence along and terminating in Winchcomb-street, at a point about 17 feet south-west from the junction of Mount-pleasant with Winchcomb-street.

- (16.) A Tramway, No. 16, commencing at the aforesaid termination of Tramways Nos. 15 and 15A, and passing thence along Winchcomb-street and into and terminating in Prestbury-road, at a point about 58 feet west from the junction of Windsor-terrace with Prestbury-road.

- (17 and 17A.) Tramways Nos. 17 and 17A both commencing at the aforesaid termination of Tramway No. 16, and passing thence along and terminating in Prestbury-road, at a point about 90 feet east from the junction of Windsor-terrace with Prestbury-road.

- (18.) A Tramway, No. 18 commencing at the aforesaid termination of tramways, Nos. 17 and 17A, and passing thence along, and terminating in Prestbury-road, at a point about 155 feet south-west from the centre of the bridge or culvert carrying the Prestbury-road over Wyman's-brook.

The aforesaid Tramways, Nos. 8, 9, 9A, 10, 11, 11A, 12, 13, 13A, 14, 15, 15A, 16, 17, 17A, and 18, will be wholly situate in the parish of Cheltenham aforesaid.

- (19 and 19A.) Tramways, Nos. 19 and 19A, commencing respectively at points in Leckhampton-road 3 feet $7\frac{1}{2}$ inches east, and 3 feet $7\frac{1}{2}$ inches west from a point about 164 feet north from the centre of the bridge carrying the said Leckhampton-road over the Banbury and Cheltenham

Direct Railway, passing thence along and terminating in the said Leckhampton road at a point about 263 feet north from the aforesaid centre of the bridge.

(20.) A Tramway, No. 20, commencing at the termination of the aforesaid Tramways, Nos 19 and 19A, and passing thence along the Leckhampton-road, and into and terminating in Bath-road, at a point about 120 feet north-east from the junction of Bath-terrace with Bath-road.

(21 and 21A.) Tramways, Nos. 21 and 21A, both commencing at the termination of the aforesaid Tramway, No. 20, and passing thence along and terminating in Bath-road, at a point about 269 feet north-east from the junction of Bath-terrace with Bath-road.

(22.) A Tramway, No. 22, commencing at the aforesaid termination, of Tramways Nos. 21 and 21A, and passing thence along and terminating in Bath-road, at a point about 86 feet north-east from the junction of Sandford-street with the said Bath-road.

(23 and 23A.) Tramways, Nos. 23 and 23A, both commencing at the aforesaid termination of Tramway No. 22, and passing thence along and terminating in Bath-road at or near its junction with Bath-parade.

(24.) A Tramway, No. 24, commencing at the aforesaid termination of Tramways Nos. 23 and 23A, and passing thence along Bath-road and into and terminating in High-street by a junction with Tramway No. 5, at a point about 40 feet south-east from the junction of High-street with Bath-road.

The above-mentioned Tramways Nos. 19, 19A, 20, 21, 21A, 22, 23, 23A, and 24, will be situate in or pass from, through, or into the parishes of Leckhampton and Cheltenham, or one of them, both parishes being in the county of Gloucester.

(25.) A Tramway, No. 25, wholly situate in the parish of Cheltenham aforesaid, commencing by a junction with Tramway No. 24 at a point in Bath-road, about 38 feet south-west from the junction of that road with High-street, and passing thence along Bath-road and into and terminating in High-street at a point about 34 feet north-west from

the said junction of Bath-road with High-street.

(26.) A Tramway, No. 26, commencing by a junction with Tramway No. 12 in Lansdown-place, at or near its junction with Lansdown-crescent, passing thence into, and terminating in Montpellier-terrace, at or near its junction with Montpellier-grove.

(27 and 27A.) Tramways Nos. 27 and 27A, both commencing at the aforesaid termination of Tramway No. 26, and passing thence along and terminating in Montpellier-terrace, at a point about 160 feet east from the junction of Montpellier-grove with Montpellier-terrace.

(28.) A Tramway, No. 28, commencing at the aforesaid termination of Tramways No. 27 and 27A, and passing thence along Montpellier-terrace, and into and terminating in Bath-road by a junction with Tramway No. 22, at a point about 40 feet north-east from the junction of Montpellier-terrace with Bath-road.

The aforesaid Tramways Nos. 26, 27, 27A, and 28, will be wholly situate in the parish of Cheltenham aforesaid.

(29.) A tramway No. 29, wholly situate in the parish of Cheltenham aforesaid, commencing in Montpellier-terrace by a junction with Tramway No. 28, at a point about 38 feet west from the junction of Montpellier-terrace with Bath-road, and passing thence into and terminating in Bath-road by a junction with tramway No. 22, at a point about 40 feet south-west from the junction of Montpellier-terrace with Bath-road.

The proposed tramways specified in the first column of the following table will be respectively so laid in the roads or streets mentioned in connection therewith respectively in the second column of the same table; that on the side or sides of the road or street in each case specified in the third column of the said table a less space than 9 feet 6 inches will, for a distance of 30 feet or upwards, intervene between the outside of the footpath on such side or sides of the respective roads and the nearest rail of the tramway, between the points mentioned in each case, in the fourth column of the said table.

Tramway.	Name of Road.	On which side of road.	Points.
2A 3	Tewkesbury-road High-street	South-west North-east	For the entire length of Tramway No. 2A. Between two points respectively about 60 feet and about 160 feet south-east from the junction of Townsend-street with High-street.
3	High-street	North-east	Between two points respectively about 70 feet and about 25 feet North-west from the junction of St. George's-street with High-street.
4A 5	High-street High-street	South-west West	For the entire length of Tramway No. 4A. Between two points respectively about 170 feet and 270 feet south-east from the junction of Cambray-place with High-street.
13A 14	Old Well-lane Old Well-lane	North-west North-west	For the entire length of Tramway No. 13A. Between two points respectively about 290 feet and about 550 feet north-east from the junction of St. George's-road with Old Well-lane.
15A 19A	Winchcomb-street Leckhampton-road	North-west West	For the entire length of Tramway No. 15 and 15A. For the entire length of Tramway No. 19A.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

The Provisional Order will also provide for all or some of the following objects (that is to say):—

No. 24787.

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To authorise the promoters from time to time, either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works, in addition to those particularly specified in the Notice, as may be necessary for

or convenient to the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, carriage houses, works, or buildings of the promoters.

To authorise and empower the promoters, and all persons, corporations, and companies lawfully using the proposed tramways, or any or either of them, to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such by-laws as the Board of Trade may from time to time make.

To enable the promoters, for all or any of the purposes of the undertaking, to purchase or acquire, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any of such lands.

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

To enable the promoters and any body corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the forming, laying down, maintaining, removing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any road or street upon or along which the same or any part thereof are or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic on and along the same or any part thereof.

To enable the promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemption from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights or privileges.

To vary and extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the Provisional Order, and to confer other rights and privileges.

To incorporate with the Provisional Order and extend and apply to the tramways and works above described, all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be necessary for the purposes of the Provisional Order, or may be deemed expedient to alter, amend, or repeal the provisions, or some of the provisions, of that Act.

And notice is hereby given, that on or before the 29th day of November instant, plans and sections of the proposed tramways and works, and a copy of this notice, together with a published map with the line of the proposed tramways marked thereon, and a diagram, on the scale prescribed by the Board of Trade, will be deposited at the office of the Board of Trade in Whitehall Gardens, and on or before the same day duplicate copies of the said plans and sections, with a copy of this notice, will be deposited with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and a copy of such plans, sections, and notice will on

or before the same day be deposited with the Town Clerk of Cheltenham, at his office at Cheltenham, and with the Local Board of Leckhampton, at the office of Mr. Daniel Mallory, Solicitor, Cheltenham, and so much of the said plans and sections as relates to each of the parishes, townships, or extra-parochial places from, in, through, or into which the proposed tramways will be made or pass, together with a copy of this Notice, will, on or before such 29th day of November, be deposited for public inspection as follows, that is to say, with the parish clerk of each parish at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order when made, will be furnished, at the cost of one shilling for each copy, to all persons applying for the same at the office of the undersigned, Messrs. Fowler and Co., 3 Victoria-street, Westminster.

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 to the Railway Department of the Board of Trade, on or before the first day of January next, and copies of the objections must at the same time be sent to the said Messrs. Fowler and Co.

Dated this 20th day of November, 1879.

Fowler and Co., 3 Victoria-street, Westminster; Solicitors and Parliamentary Agents.

In the Board of Trade.—Session, 1880.

Woolwich and Plumstead Tramways.

(Construction of Tramways in Woolwich and Plumstead; Powers to acquire Land by Agreement, to open and interfere with roads, &c. and to levy Tolls. Provisions for regulating Traffic along Roads; Bye-laws; Agreements and confirmation of Agreements with Local and Road Authorities; Incorporation of Tramways' Act 1870, and other provisions.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, for a Provisional Order under the provisions of "The Tramways Act, 1870," to authorise the construction, working, user and maintenance of the tramways hereinafter mentioned or one of them, or some part or parts thereof respectively with all necessary and proper rails, plates, chairs, sleepers, works and conveniences connected therewith, all in the county of Kent, that is to say:—

Note. Whenever in the following descriptions of the proposed tramways reference is made to the "centre" of a street or road, such centre is to be taken as the point at which the centre line of such street or road (produced if need be) would intersect the centre line of the street or road in which the measurement is taken.

Tramway No. 1. A tramway situate in the parishes of Woolwich and Plumstead, commencing in the parish of Woolwich, at the north-western end of Beresford-street, at a point about 3 feet east from the centre of the street, passing in a south-easterly direction along that street, and turning eastwards into and crossing Beresford-square into and along Plumstead-road, and terminating in Plumstead-road, at a point opposite to and about 12 yards from the western

corner of the road leading to St. Nicholas Church, in the parish of Plumstead.

Tramway No. 1 will be laid as a single line, except between the following points, where it will be laid as a double line, that is to say—

In Beresford-street between points respectively 12 yards and 42 yards south-east from the commencement of the tramway.

In Beresford-street and Beresford-square, between a point in Beresford-street opposite the south-east corner of Trinity Church abutting on that street and a point in Beresford-square, 30 yards south-east from the last mentioned point, measured along the tramway.

In Plumstead-road between points respectively 50 yards and 80 yards east from the centre of Maxey-road; and

Between points respectively, 40 yards and 70 yards from the centre of the bridge over the railway in Plumstead-road; and

Between a point immediately opposite the centre of the "Red Lion" public-house, and a point 30 yards east from that point; and

Between points respectively 42 yards and 12 yards north-west from the termination of the tramway.

Tramway No. 2. A tramway situate wholly in the parish of Woolwich commencing at a point 52 yards north-west from the north-western corner of Hare-street, passing thence in a south-easterly direction into and along Powis-street and Beresford-square, and terminating in Beresford-square by a junction with Tramway No. 1, opposite the south-western corner of New-road.

Tramway No. 2 will be laid as a single line, except between the following points, where it will be laid as a double line, that is to say—

In Powis-street, between points respectively 12 yards and 42 yards south-east from the commencement of the tramway.

In Beresford-square between points respectively 10 yards and 50 yards north-east from the corner of Powis-street and Beresford-square.

In the following instances the tramways will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the road specified in each instance, and the nearest rail of the tramway.

Tramway No. 1.

In Beresford-street, on the north-east side for a distance of 12 yards from the commencement of the tramway; and on both sides between points respectively 12 yards and 42 yards from the commencement of the tramway; and on both sides for a distance of 25 yards from the south-eastern end of the same street.

In Plumstead-road on the southern side between New-road and a point 78 yards east from New-road; and on the north-eastern side between a point opposite the centre of Orchard-road and a point 184 yards south-east from the last-mentioned point; and on the north-eastern side between Cage-lane and a point 167 yards south-east from Cage-lane; and on the north-eastern side between points respectively 22 yards north-west, and 84 yards south-east from a point opposite the centre of the "Horse and Groom" public-house.

Tramway No. 2.

In Powis-street on both sides between points respectively 12 yards and 42 yards south-east from the commencement of the tramway.

It is not intended to run on the tramways trucks or carriages adapted for use upon railways.

The proposed tramways are intended to be laid on a gauge of 3 feet 6 inches.

The intended Order will incorporate with itself

all or some of the provisions of part 2 and part 3 of "The Tramways' Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects or some of the objects, and for conferring on the persons to be named in the intended Order as promoters (hereinafter referred to as "the promoters") the powers, or some of the powers following, (that is to say):—

To authorise the promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, public carriage and other roads, lanes, ways, highways, bridges, footpaths, pavements, watercourses, sewers, drains, waterpipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the intended Order.

To enable the promoters, for all or any of the purposes of their undertaking, to purchase or acquire by agreement, and to lease, and to take easements in and over lands, buildings, houses, and all other property, and to erect, hold, and maintain offices, stables, carriage-sheds, workshops, buildings, and other conveniences on any such lands.

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, plates, chairs, sleepers, or works may be laid, and to exempt the promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of the whole or some portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the promoters for the purposes of the intended Order 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.

To reserve to the promoters the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved or other rail.

To prohibit, except by agreement with the promoters, or upon terms to be prescribed by the intended Order, the use of the proposed tramways by persons or corporations other than the promoters, with carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail, or on a grooved or other rail, and to authorise and give effect to agreements between the promoters and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the promoters and the respective street or road authorities, or

either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or the Metropolitan Board of Works, or any District Board of Works, or Vestry, or any local road or other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the intended Order.

To empower the promoters from time to time to make such crossings, passing places, sidings, loops, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables, carriage-sheds, workshops, or premises of the promoters.

To enable the promoters when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any or any part of the proposed tramways when constructed, to make and maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To enable the promoters and any District Board of Works, Vestry, Local Board, local or road authority, trustees, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal power.

To sanction, confirm, or give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes mentioned in this notice.

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

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this notice as published in the London Gazette, will be deposited on or before the 30th day of November instant, at the office of the Board of Trade, and also for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, at the office of the Metropolitan Board of Works, Spring Gardens, S.W., with the Clerk to the Plumstead District Board of Works at his office at Charlton, S.W., with the Clerk to the Vestry of the parish of Woolwich at his office at Woolwich, and with the Clerk to the Local Board of Health for Woolwich at his office at Woolwich aforesaid; and that a copy of so much of the said plans and sections as relates to the parishes of Woolwich and Plumstead respectively, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited for public inspection with the respective parish clerks thereof, at their residences.

The draft of the intended Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft of the intended

Order, when deposited, and of the intended Order, when made, will be deposited at the offices of the undersigned, and will be there furnished (at the price of one shilling for each copy) to all persons applying for them.

All persons desirous of making any representations to the Board of Trade, or of bringing before them any objection respecting the said intended application, may do so, on or before the 1st day of January, 1880, by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, S.W., and copies of their objections must at the same time be sent to the promoters, addressed to Messrs. Durnford and Co., 38, Parliament-street, Westminster, S.W.

Dated this 20th day of November, 1879.

*Durnford and Co., 38, Parliament-street,
Westminster, Parliamentary Agents.*

Board of Trade.—Session 1880.

Wolverhampton Tramways.

(Application for Provisional Order to authorize the use of Steam or other than Animal Power on the Tramways of the Wolverhampton Tramways Company, Limited; Repeal or Amendment of Acts and of Wolverhampton Tramways Order, 1877, and Wolverhampton Tramways Extension Order, 1878, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by "the Wolverhampton Tramways Company, Limited (hereinafter called "The Company"), on or before the 23rd day of December next, for the following or some of the following among other purposes.

To amend, extend, and vary the provisions of the Wolverhampton Tramway Order, 1877, and the Wolverhampton Tramways Extension Order, 1878.

To authorize and empower the Company, and all persons, Corporations, and Companies lawfully using the authorized Tramways of the Company, or any or either of them, to work such tramways for the purpose of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws or regulations as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or motive power in addition to or in substitution for animal power.

To incorporate with and extend and apply to the Provisional Order the provisions of the "Tramways Act, 1870," and if necessary 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 Acts amending the said Acts or any of them, so far as they may respectively apply to or affect the said tramways, or any engines or carriages to be used thereon, and also to repeal, amend, or alter any other Act of Parliament which may in anywise affect such tramways, engines, or carriages.

To confer upon the Company all rights, powers, or privileges which may be 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 29th day of November instant, a copy of this advertisement will be deposited for public inspection as follows:—With the Clerk of the Peace for the county of Stafford, at his office at Stafford; with the Town Clerk of Wolverhampton,

at his office at Wolverhampton; with the Clerk of the Willenhall Local Board, at his office at Willenhall; with the Clerk of the Wednesfield Local Board, at his office at Wolverhampton; with the Clerk of the Heath Town Local Board, at his office at Wolverhampton; with the Clerk of the Bilston Town Commissioners, at his Office at Bilston; and with the Clerk of the Darlaston Local Board, at his office at Darlaston. A copy of such advertisement will also be deposited on or before the said 29th day of November with the parish clerk of each parish affected at his place of abode. And with regard to any extra-parochial place affected, a copy of such advertisement will be deposited with the parish clerk of some parish immediately adjoining thereto at his place of abode.

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, 1879, and printed copies thereof when deposited, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same at the office of the undersigned Walter Webb, 23, Queen Victoria-street, London, E.C.

Every Company, Corporation, or person 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 1st day of January, 1880, and a copy of such objection must also be sent to the Company or their undersigned Solicitor and Parliamentary Agent on their behalf, and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been sent to the promoters or their agent.

Dated this 17th day of November, 1879.

Walter Webb, 23, Queen Victoria-street,
London, E.C., Solicitor and Parliamentary
Agent.

Board of Trade.

In Parliament—Session 1880.

Llanelly Tramways.

(Incorporation of Company with power to construct Tramways in the Borough of Llanelly, in the Parish of Llanelly, in the County of Carmarthen.)

(Power to levy tolls and other powers and agreements with the Local Board of Health for the Borough of Llanelly, levy tolls, provisions for use of Tramways and Roads traversed, &c., Incorporation of Acts, and other matters.)

NOTICE is hereby given that application is intended to be made to the Board of Trade under the provisions of "The Tramways Act, 1870," in the ensuing Session, for a Provisional Order authorising Frederick Charles Winby, of No. 1 College-street, Nottingham, civil engineer, hereinafter called the promoter, to construct and maintain, use and work the tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively in the borough of Llanelly, in the parish of Llanelly, in the county of Carmarthen.

Tramway No. 1, in the borough of Llanelly, in the parish of Llanelly, in the county of Carmarthen.

A Tramway No. 1, wholly situate in the borough of Llanelly, in the parish of Llanelly aforesaid, commencing at a point on the west side of the Embankment-road, New Dock, one chain north of the south-west corner of the

Cambrian Works, and running in a northerly direction, one furlong and five chains to the point where the Embankment-road crosses the line of railway commonly known as the Saint David's Railway, thence in a westerly direction for a distance of one furlong and 0.70 chains on the south side of the North Dock-road, and terminating on the west side of the road at the dock end of the Dock-road, at a point immediately opposite to the south-west corner of the shop and premises in the occupation of Mr. Thomas Williams, ship chandler, and containing in length two furlongs 5.70 chains.

The above tramway will be a single line except at the following place, where it will be double, viz. :—

1.—From a point commencing on the west side of the Embankment-road, New Dock, one chain north of the south-west corner of the Cambrian Works, and continuing for a distance of two chains from its commencement.

Tramway No. 2, in the borough of Llanelly, in the parish of Llanelly, in the county of Carmarthen.

A Tramway No. 2, wholly situate in the borough of Llanelly, in the parish of Llanelly aforesaid, being a continuation of Tramway No. 1, commencing on the west side of the road at the Dock end of the Dock-road, at a point immediately opposite to the south-west corner of the shop and premises in the occupation of Mr. Thomas Williams, Ship Chandler, and thence in a northerly direction along the Dock-road for a distance of 2 furlongs 6.32 chains to the level crossing of the said road across the Great Western Railway; thence in a northerly direction for a distance of 2 furlongs 8.15 chains along Station-road; and thence in a northerly direction for a distance of 8.50 chains along Salamanca-road to its junction with Murray-street, and continuing in an easterly direction through Murray-street for a distance of 7.36 chains to the junction of Murray-street with Cowell-street; thence in a northerly direction through Cowell-street to the junction of Cowell-street with Stepney-street, for a distance of 7.54 chains; thence in an easterly direction along Stepney-street to the junction of Stepney-street with Vaughan-street for a distance of 5.35 chains; thence in a northerly direction along Vaughan-street for a distance of 7 chains, passing between the parish churchyard and the Athenaeum in a westerly direction through the entire length of Hall-street for a distance of 8.60 chains; and thence in a westerly direction along West End-road for a distance of 5.20 chains and terminating on the North side of the West End-road, near the junction of the New-road with the Pembrey-road, at a point 5 chains west of the junction of Goring-road with the West End-road, and containing in length 1 mile 2 furlongs 4.02 chains.

The above Tramway will be a single line, except at the following places, where it will be a double line, viz.,

(1.) Commencing on the west side of the road at the Dock end of the Dock-road, at a point immediately opposite to the south-west corner of the shop and premises in the occupation of Mr. Thomas Williams, Ship Chandler, and continuing in a northerly direction for a distance of 3 chains.

(2.) On the Dock-road from a point commencing 1 furlong 2.50 chains from the centre of the main line of the Great Western Railway at the Dock-road level crossing, extending 3 chains along the said road in a northerly direction.

(3.) From a point commencing 7 chains on the Station-road, from the centre of the main line of the Great Western Railway, extending 3 chains along the said road in a northerly direction.

(4.) From a point on the Station-road commencing 1 furlong and 1.70 chains south of the junction of Murray-street with the said road, and thence along the said road 3 chains in a northerly direction.

(5.) From a point in Cowell-street, 3 chains north of the junction of Murray-street with the said street, extending in a northerly direction 3 chains.

(6.) From a point 3 chains west of the junction of Goring-road with the West End-road, and extending 2 chains in a westerly direction to the terminus.

Tramway No. 3, in the borough of Llanelly, in the parish of Llanelly, in the county of Carmarthen.

A Tramway No. 3, having a junction with Tramway No. 2, and wholly situate in the borough of Llanelly, in the parish of Llanelly aforesaid, commencing by a junction with Tramway No. 2, at a point in Stepney-street 0.50 chains west of a line, through the centre of Vaughan-street, and running in an easterly direction along Stepney-street for a distance of 6 chains, thence in an easterly direction along Park-street for a distance of 5.78 chains, thence in the same direction through Upper Park-street for a distance of 8.07 chains, and thence in the same direction along Swansea-road for a distance of 3 furlongs 0.15 chains, terminating at a point on the said road 7 chains west of the Swansea-road entrance to the Box Cemetery, and having a total length of 5 furlongs.

The above tramway will be a single line, except at the following places, where it will be a double line.

(1.) From a point 1 chain west of the south-east corner of the Stepney Arms Hotel, extending in an easterly direction 3 chains.

(2.) From a point commencing at the junction of the Slaughter-house-road with the Swansea-road, extending in an easterly direction 3 chains.

(3.) From a point 9 chains west of the entrance to the cemetery on the Swansea-road, continuing in an easterly direction 2 chains to the terminus.

Tramway No. 4, in the borough of Llanelly, in the parish of Llanelly, in the county of Carmarthen.

A Tramway No. 4, having a junction with Tramway No. 2, and wholly situate in the borough of Llanelly, in the parish of Llanelly aforesaid, commencing by a junction with Tramway No. 2, at a point being the junction of Lower Ann-street with Station-road, and continuing in a south-westerly direction along Heolfawr-road for a distance of 9.38 chains, terminating at a point 2 chains north from the centre of the main line of the Great Western Railway at the Heolfawr level crossing, and having a total length of 9.38 chains.

The above tramway will be a single line except at the following place, where it will be double, viz.:—

(1.)—From a point 4 chains in a north-easterly direction along the Heolfawr-road, from the centre of the main line of the Great Western Railway, at the Heolfawr level crossing, for a distance of 2 chains in a south-westerly direction to the terminus.

Along the whole length of Tramway No. 1 a less space than 9 feet 6 inches for a distance of 30 feet or upwards will intervene between the

outside of the footpath and the nearest rail of the tramway on either side of the roads and streets through or along which such tramway will be laid or constructed.

The tramway will be laid along the Embankment-road on the west side, and along North Dock-road on the south side.

Along Tramway No. 2 a less space than 9 feet 6 inches for a distance of 30 feet or upwards will intervene between the outside of the footpath and the nearest rail of the tramway, on either side of Dock-road, Station-road, Cowell-street, Hall-street, and West End-road, through or along which such tramway will be laid or constructed.

The tramway will be laid along the western side of Dock-road, along the centre of Station-road, Salamanca-road, Murray-street, Cowell-street, Stepney-street, Vaughan-street, partly along the north side and partly along the centre of Hall-street, and along the centre of West End-road.

Along Tramway No. 3 a less space than 9 feet 6 inches for a distance of 30 feet or upwards will intervene between the outside of the footpath and the nearest rail of the tramway on either side of the road in Stepney-street, Park-street, Upper Park-street, Swansea-road, through or along which such tramway will be laid or constructed. The tramway will be laid along the centre of Stepney-street, Park-street, Upper Park-street, and Swansea-road.

Along the whole length of Tramway No. 4 a less space than 9 feet 6 inches, for a distance of 30 feet or upwards will intervene between the outside of the footpath and the nearest side of the tramway on either side of the road, through or along which such tramway will be laid or constructed.

This tramway will be laid along the centre of the Heolfawr-road.

The tramways are intended to be constructed on a gauge of three feet.

It is not intended to run on the said tramways, to be authorised by the Order, carriages or trucks adapted for use upon railways.

The tramways and works proposed to be authorised by the Order, will be made to pass to or pass from, in, and through or into the said borough of Llanelly, in the parish of Llanelly, in the county of Carmarthen.

The Proposed Provisional Order will incorporate with itself the whole or some of the provisions of Part II and Part III of "The Tramways Act, 1870," with such alterations or amendments thereof as may be deemed necessary or expedient, and the Provisional Order will contain powers for effecting the objects or some of the objects, and for conferring on the promoter the power or some of the powers following:—

I.—To authorise the promoter to enter upon and open the surface of, and so alter, widen, or otherwise interfere with highways, public roads, ways, footpaths, watercourses, sewers, drains, pavements, and thoroughfares, water pipes, gas pipes, and electric telegraph pipes and apparatus, within the said borough of Llanelly, and places mentioned in this notice for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Provisional Order.

II.—To provide for the maintenance and repair of the whole or some portion of the highways and roads upon, across, or along which any of the proposed tramways may be laid, and to

exempt the promoter from the whole or some part of any highway or other rate or assessment in respect of any portion or part of any highway or road upon, across, or along which any of the proposed tramways may be laid, to enable the promoter and any vestry, highway, or district board commissioners, trustees, or other bodies corporate, or persons having respectively the duty of directing repairs, or the control or management of the said highways and roads respectively, to enter into contracts or agreements with respect to facilitating the traffic over or along the same by means of animal power.

III. To enable the promoter for all or any of the purposes of the undertaking, to acquire by agreement or to take easements over lands, and to erect buildings and conveniences on any such lands.

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

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

VI.—To empower the said promoter on the one hand, and the Llanelly Local Board of Health, or other the governing body of Llanelly, on the other hand to enter into contracts or agreements with reference 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, and as to other matters arising out of or connected with the objects of the intended Order.

VII.—To enable the promoter to work and use the tramways proposed to be authorised by the said Order by mechanical power, or such other power as may be defined in the Order, and to employ thereon mechanical power instead of or in conjunction with animal power. And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects, and will confer other rights and privileges upon the promoter.

And notice is hereby given, that proper plans and sections of the proposed tramways and works, and a copy of this notice by advertisement as published in the "London Gazette," the "South Wales Press," and the "Llanelly and County Guardian" 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 Carmarthen, at his office at Llandovery, in the said county of Carmarthen, at the office of the Clerk to the Local Board of Health for the borough of Llanelly, at the Town Hall, Llanelly, in the said county of Carmarthen, at the office of the Board of Trade, situate in Whitehall, in the city of Westminster, and the Private Bill Office of the House of Commons and the House of Lords respectively, and that

a copy of so much of the plans and sections as relate to the parishes or places in or through which the proposed tramways will pass, and also a copy of this notice will, on or before such 30th day of November instant, be deposited for public inspection with the Parish Clerk of Llanelly, at Llanelly, in the county of Carmarthen. Printed copies of the draft of the said Provisional Order, when deposited, and of the said Provisional Order when made may be obtained at the offices of Mr. William Howell, 31, Stepney-street, Llanelly, in the county of Carmarthen, Solicitor, and at the office of the said Frederick Charles Winby, situate at No. 1, College-street, Nottingham aforesaid, at the price of one shilling each.

Every Company, Corporation, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the first day of January next ensuing, and copies of the objections must at the same time be sent to the said promoter, at his office, situate in No. 1 College-street, Nottingham, aforesaid, and in forwarding to the Board of Trade such objections the objectors or their agents shall state that a copy of the same has been sent to the promoter or his agent.

Dated this 18th day of November, 1879.

W. Howell, 31 Stepney-street, Llanelly,
Solicitor for the said promoter.

Board of Trade.—Session 1880.

The Tramways Act, 1870.

North Staffordshire Tramways.

(Construction of Tramways in the Borough of Hanley, the Borough of Burslem, the District of the Local Board of Health of Tunstall, the District of the Rural Sanitary Authority of Wolstanton, and in the borough of Longton, in the parishes of Stoke-upon-Trent, Burslem and Wolstanton, in the county of Stafford; Power to use other than animal power on the Tramways; Repeal and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, under the provisions of the above Act, for a Provisional Order to authorize the North Staffordshire Tramways Company, Limited (hereinafter referred to as "the Company") to make, form, lay down, maintain, and use the tramways hereinafter described, or some or one of them, with all necessary and proper rails, plates, sleepers, works, and conveniences, that is to say:—

Tramway No. 1. In the parish of Stoke-upon-Trent, commencing in Church-street, Longton, at a point opposite the eastern pier of the entrance of Bank House, proceeding thence along Church-street, Market-place, Market-street, Union-square, and High-street, and terminating in that street at the boundary of the borough of Longton.

Tramway No. 1 will be a single line, except

- (a) In Church-street, for a distance of $3\frac{1}{2}$ chains from its commencement.
- (b) In Market-street, from Chancery-lane, for a distance of $1\frac{1}{2}$ chains eastward thereof, and $1\frac{1}{2}$ chains westward of Anchor-road.
- (c) In Union-square, for 2 chains eastward from Commerce-street.
- (d) In High-street, for a distance of $1\frac{1}{2}$ chains eastward from Lower Hill-street, and for a distance of $1\frac{1}{2}$ chains westward of Gate-street,

and for a distance of $2\frac{1}{2}$ chains from the termination of the tramway.

The total length of Tramway No. 1 is 6 furlongs and 8.33 chains, of which 5 furlongs and 4.33 chains is single line, and 1 furlong, and 4 chains double line.

Tramway No. 2. In the parish of Stoke-upon-Trent, commencing in Church-street, Longton, 53 links westward of the Crown and Anchor Hotel, proceeding thence along Market-place, Stafford-street, Flint-street, and Trentham-road, and terminating at the boundary of the borough of Longton.

Tramway No. 2 will be single line, except

(a) In Stafford-street, for a distance of 2 chains southward from Heathcote-road.

(b) In Flint-street for a distance of 2 chains, southward from Commerce-street.

(c) In Trentham-road for a distance of $2\frac{1}{2}$ chains from the termination of the tramway.

The total length of Tramway No. 2 is 4 furlongs 2.40 chains, of which 3 furlongs 5.90 is single line, and 6.50 chains is double line.

Tramway No. 3. Commencing in the parish of Stoke-upon-Trent, in Stoke-road, at the junction of the boroughs of Stoke-upon-Trent and Hanley, proceeding thence along Stoke-road, Howard-place, Snow-hill, Broad-street, Marsh-street, Great York-street, and Vale-place, in the borough of Hanley; Waterloo-road, Swan-square, Chapel-square, Market-place, Newcastle-street, Davenport-street, Brownhills, in the borough of Burslem; High-street, Newfields, Sandyford, in the township of Tunstall; and terminating in the parish of Wolstanton, in High-street, Goldenhill, opposite the Church.

Tramway No. 3 will be a single line, except

(a) In Stoke-road, Hanley, for a distance of $1\frac{1}{2}$ chains northward from Queen Anne-street, for a distance of 2 chains northward of Cemetery-road.

(b) In Howard-place, Hanley, for a distance of $1\frac{1}{2}$ chains southwards from Snow-hill.

(c) In Broad-street, Hanley, for a distance of $1\frac{1}{2}$ chains northward from Victoria-road, and for a distance of 2 chains southwards from Piccadilly.

(d) In Marsh-street, Hanley, for a distance of $1\frac{1}{2}$ chains northward from Weaver-street.

(e) In Waterloo-road, Burslem, for a distance of $2\frac{1}{2}$ chains northward from Christ's Church, Cobridge, and for a distance of $1\frac{1}{2}$ chains northwards from Hill-street.

(f) In Market-place, Burslem, for a distance of 2 chains westward from Chapel-square.

(g) In Newcastle-street, Burslem, for a distance of $1\frac{1}{2}$ chains westward from Joseph-street.

(h) In Davenport-street, Burslem, for a distance of 2 chains northwards from Newcastle-street.

(k) In Brownhills, Burslem, for a distance of $1\frac{1}{2}$ chains northwards from Davenport-street.

(l) In High-street, Tunstall, for a distance of $2\frac{1}{2}$ chains northwards from a point opposite the south-east corner of the Market-hall.

(m) In Newfields, Tunstall, for a distance of $1\frac{1}{2}$ chains from a point opposite the south-east corner of Newfields Pottery.

(n) In High-street, Goldenhill, for a distance of $2\frac{1}{2}$ chains from the termination of the tramway in that street.

The total length of Tramway No. 3 is 6 miles 9.50 chains, of which 5 miles 6 furlongs 2 chains is single line, and 2 furlongs 7.50 chains is double line.

Tramway No. 4. In the parish of Stoke-upon-Trent, commencing by a junction with Tramway No. 3, in Broad-street, Hanley, proceeding thence along Piccadilly, Stafford-street, Hope-street, and

Vale-place, all in the borough of Hanley, and terminating in Vale-place, at the junction of the boroughs of Hanley and Burslem.

Tramway No. 4 will be a single line, except in Piccadilly, for a distance of 2 chains southwards from Stafford-street. The total length of Tramway No. 4 is 4 furlongs and 9.40 chains, of which 4 furlongs 7.40 chains is single line, and 2 chains is double line.

Tramway No. 5. In the parish of Stoke-upon-Trent, commencing by a junction with Tramway No. 4 in Stafford-street, Hanley, aforesaid, proceeding thence along Foundry-street, and terminating in that street at its junction with Trinity-street.

Tramway No. 5 will be a single line throughout its entire length, which is 7.64 chains.

The proposed tramways will be made and pass from, in, through, or into the following parishes, townships, or extra-parochial places, or some or one of them, that is to say, the parish of Stoke-upon-Trent, the parish of Burslem, and the parish of Wolstanton, all in the county of Stafford.

In the following instances the said tramways are proposed to be laid along the several streets and roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the said streets or roads, hereinafter mentioned, and the nearest rail of the tramway.

As regards Tramway No. 1, in Church-street, Longton, on both sides thereof, from the commencement of such tramway for $6\frac{1}{2}$ chains eastward. In Market-street, on both sides, from the western end thereof for $3\frac{1}{4}$ chains eastward. Also, from a point opposite Union-place, on both sides, for $1\frac{1}{2}$ chains eastward. Also, from a point 1 chain eastward from Commerce-street on one side for 1 chain. In Union-square, on one side, for 2 chains. In High-street, from the western end thereof for $2\frac{1}{4}$ chains eastward. Also, from Lower Hill-street, on both sides, for $1\frac{1}{2}$ chains eastward. Also, from a point 31 links eastward of Upper Hill-street, on both sides, for $6\frac{1}{2}$ chains. From a point 50 links eastward of Russell-street, on both sides, for $3\frac{1}{2}$ chains eastward. From a point $1\frac{1}{2}$ chains westward of Mount Pleasant, on both sides, for 8 chains eastward.

As regards Tramway No. 2. In Stafford-street, Longton, from Market-lane, on one side, for $2\frac{1}{4}$ chains southward. Also, from Heathcote-road, on both sides, for 2 chains southward. Also, from 20 links southward of Edensor-road, on both sides, for $7\frac{1}{2}$ chains southward. In Flint-street, from Commerce-street, on both sides, for $1\frac{1}{4}$ chains southward. In Trentham-road, from its northern end on both sides, for $3\frac{1}{2}$ chains southward. Also from the north side of Summer-row, on both sides, for 2 chains southward.

As regards Tramway No. 3 in Snow-hill, Hanley, on both sides, from 1.18 chains south of Havelock-place, for 1.40 chains north of Havelock-place, on both sides, for .78 chain northwards. Also, .60 chain north of Havelock-place, on both sides, for .78 chain northwards. Also, in Marsh-street .75 chain from the southern end thereof, on both sides, for 4.40 chains to Clough-street. Also, from Brunswick Chapel, on both sides, to Trinity-street, for 3.44 chains. Also, from Trinity-street, on both sides, for 4.26 chains northwards. Also, from .80 chain north of New Hall-street, on both sides, for 2.80 chains northwards. In Newcastle-street, Burslem, on both sides from the eastern end thereof, for 5 chains westward. Also, on one side, for $1\frac{1}{2}$ chains westward of Joseph-street. Also, from Globe-street to Sant-street, on both sides, for two chains. Also, from Ellgreave-street, on both sides, for 3.30 chains westward.

In High-street, Tunstall, from 1·20 chains south of entrance to Swan Works, on both sides, for 1·08 chains. At Sandyford, for 1·21 chains, on one side, terminating 1·14 chains south of Holly Wall-lane.

As regards Tramway No. 4, in Stafford-street, on both sides, for 2 chains northwards of the entrance to Miles-bank Works. In Hope-street, from Hanover-street, on both sides, for 7 chains northwards.

As regards Tramway No. 5, in Foundry-street, Hanley, on both sides, for 7·10 chains, the whole length of such street.

To empower the Company from time to time, either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, curves, turnouts, and other works, in addition to those particularly specified in this notice, as may be necessary for, or convenient to, the efficient working of the tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, carriage houses, works, or building of the Company.

To authorize and empower the Company and all persons, Corporations, and Companies lawfully using the proposed tramways, or any or either of them, to work such tramways for the purposes of traffic of every description, or for the purposes of such traffic, as may be limited by the Provisional Order, and subject to such by-laws as the Board of Trade may from time to time make, by means of locomotive, steam, or other engines, or other mechanical or motive power, in addition to, or in substitution for animal labour.

To incorporate with the Provisional Order, and extend and apply to the proposed tramways and works, all or some of the powers and provisions of "the Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or as may be deemed expedient, to alter, amend, repeal, or extend, all or some of the provisions of that Act, and of the following, among other Acts:—"The Locomotive Act, 1861," and "the Locomotives Act, 1865," or any Act amending such Acts.

And notice is hereby given, that duplicate plans and sections of the proposed tramways and works, 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 Stafford, at his office at Stafford.

And notice is also given, that on or before the same day a copy of the said plans and sections, and a copy of this notice, and a published map, with the line of the proposed tramways marked thereon, and a diagram, will be deposited at the office of the Board of Trade, Whitehall Gardens, and that a copy of such plans and sections, and a copy of this notice will, on or before the same day, be deposited in the office of the clerk of the Parliaments and in the Private Bill Office, and with the town clerk of the borough of Hanley, at his office, at Hanley; and with the town clerk of the borough of Burslem, at his office, at Burslem; and with the clerk to the Tunstall Local Board of Health, at his office, at Tunstall; and with the clerk to the Rural Sanitary Authority of Wolstanton, at his office, at Burslem; and with the town clerk of the borough of Longton, at his office, at Longton; and a copy of so much of the said plans and sections as relates to each of the parishes, townships, or extra-parochial places, from, in, through, or into which the proposed tramways will be made, or pass, together with a copy of this notice will, on or before such 30th day of November, be deposited for public inspection as follows, that is to say,—with the parish clerk of each parish, at his residence, and in the case of any extra-parochial

place with the parish clerk of some parish immediately adjoining thereto, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished at the cost of 1s. for each copy, to all persons applying for the same at the office of the undersigned, W. P. Slater, 3, King-street, Cheapside, in the city of London.

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 1st day of January next ensuing; and copies of the objections must be sent to the promoters, addressed to the undersigned, W. P. Slater, at 3, King-street, Cheapside, London, E.C.; and the notice to the Board of Trade must state that a copy of the objection has been so sent to the promoters.

Dated this 20th day of November, 1879.

W. P. Slater, 3, King-street, Cheapside, London, E.C., Solicitor and Parliamentary Agent.

In the Board of Trade.—Session 1880.

Cambridge Street Tramways Extension.

(Powers to Cambridge Street Tramways Company to Construct Additional Tramways in Borough of Cambridge, to Levy Tolls, to Interfere with Streets, and other Powers; Agreements with Local and Road Authority; Extending Provisions of the Cambridge Street Tramways Act, 1879, to Purposes of intended Order, and other Provisions.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Cambridge Street Tramways Company (hereinafter called "the Company") on or before the 23rd day of December next, for a Provisional Order to be confirmed by Parliament next session, for all or some of the following purposes, that is to say:—

To authorise the Company to construct, work, use, and maintain in connection with and as part of their authorised undertaking, the several additional tramways or tramway extensions hereinafter described, or some or one of them, or some part or parts thereof, with all necessary rails, plates, chairs, sleepers, works, and conveniences, that is to say:—

Tramway No. 1. A tramway intended to commence in Hills-road, in the parish of Saint Andrew the Less, by a junction with and at a point about 80 links north-west from the termination of the double line of the authorised tramway to be laid in Hills-road, thence turning into and along the roadway along Gonville-place and East-road, and turning thence westwards into and along the Newmarket-road and terminating in the Newmarket-road, in the parish of Saint Andrew the Less, at a point 8 chains 70 links west from the west corner of East-road.

Tramway No. 1a. A short tramway intended to commence in Regent-street, in the parish of Saint Benedict, by a junction with the authorised tramway to be laid in Hills-road, at a point about 2 chains 10 links north of the termination of the double line of the said authorised tramway in Hills-road, and turning thence in an easterly direction into the roadway of Gonville-place, and terminating in the parish of Saint Andrew the Less, in that roadway by a junction with Tramway No. 1, at a point about a chain

from the commencement of Tramway No. 1, measured along that tramway.

Tramway No. 1b.—A short tramway intended to commence in Lensfield-road, in the parish of St. Benedict, by a junction with the authorised tramway to be laid in that road, at a point immediately opposite the poplar tree at the corner of Lensfield and Hills-roads, thence crossing Hyde Park-corner, and terminating in the parish of St. Andrew the Less in the roadway of Gonville-place, by a junction with Tramway No. 1, at the point of junction therewith of Tramway No. 1a.

Tramway No. 2.—A tramway commencing at the termination of Tramway No. 1, in the Newmarket-road, passing thence in a westerly direction along that road and Maid's-causeway, turning thence in a southerly direction into and along Emmanuel-road, and thence turning south-westwards into and along Emmanuel-street, and terminating in St. Andrew's-street, in the parish of St. Andrew the Great, by a junction with the authorised tramway to be laid in St. Andrew's-street, at a point 50 links or thereabouts south of the southern corner of Emmanuel-street.

Tramway No. 3.—A short tramway situate wholly in the parish of Saint Mary the Great, and intended to commence in Senate House-hill, by a junction with the authorised tramway to be laid in Senate House-hill, at a point opposite the south-west corner of the church of St. Mary the Great, turning thence in a north-easterly direction into St. Mary's-street, and terminating in that street in a line with the east end of the said church.

The proposed tramways will be situate in the several parishes of Saint Andrew the Less, Saint Andrew the Great, Saint Benedict, Holy Trinity, and Saint Mary the Great, or some or one of them, in the borough of Cambridge, and county of Cambridge, and will consist of single lines, except in the following instances:

Tramway No. 1.—In the roadway in Gonville-place between points respectively 3 chains 50 links and 4 chains 40 links from the commencement of the tramway.

In East-road between points respectively 2 chains 50 links and 3 chains 40 links south-west from the southern corner of Park Side; and between points respectively 1 chain 30 links and 2 chains 20 links south-west from the southern corner of Dover-street; and between points respectively 2 chains 50 links and 3 chains 40 links north-west from the north corner of Burleigh-street; and between a point opposite the southern corner of Fitzroy-street, and a point 90 links south-west from that point.

In the Newmarket-road between points respectively 6 chains 50 links and 8 chains west from the western corner of East-road.

Tramway No. 2.—In the Newmarket-road between points respectively 50 links and 140 links west from the west corner of James-street.

In Maid's-causeway between points respectively 3 chains and 4 chains 50 links east from the east corner of Emmanuel-road.

In Emmanuel-road between points respectively 1 chain 80 links and 30 links east from the north-west corner of the gardens of Emmanuel College.

Tramway No. 3.—In St. Mary's-street for a distance of about 1 chain from the termination of the tramway.

In the following instances the proposed tramways will be so laid that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-

path on the side or sides of the road specified in each instance and the nearest rail of the tramway.

Tramway No. 1.—In the roadway in Gonville-place and in East-road respectively on both sides in those places where the tramway will be laid as a double line for the respective lengths of such double lines.

In East-road on the south-eastern side between a point 1 chain 50 links north-east from the corner of Fitzroy-street and Newmarket-road.

Tramway No. 2.—In Emmanuel-road on the east side between points respectively 1 chain 50 links and 5 chains 50 links south from the south side of the Newmarket-road; and on both sides between points respectively 1 chain 80 links and 30 links east from the north-west corner of the gardens of Emmanuel College.

In Emmanuel-street on both sides for the entire length.

Tramway No. 3.—In St. Mary's-street on both sides for the entire length.

The proposed tramways will be constructed on a gauge of 4 feet, and it is not intended to run thereon carriages or trucks adapted for use on railways.

The intended Order will incorporate with itself the whole or some of the provisions of Part II and Part III of "The Tramways Act, 1870," with such alterations or amendments therein as may be deemed necessary or expedient, and will extend and make applicable to the proposed tramways and works and to the purposes of the intended Order so far as may be necessary or expedient for carrying into execution the powers and provisions of the same, all or some of the powers and provisions of "The Cambridge Street Tramways Act, 1879," and will enable the Company to exercise all or some of the powers, and will contain all or some of the provisions hereinafter mentioned, that is to say:—

To levy tolls and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passenger and other traffic upon the same, and to confer exemptions from the payment of such tolls and charges.

To grant leases from time to time of the proposed tramways, or some of them, or some part or parts thereof.

To enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike-roads, highways, public carriage, and other roads, footpaths, lanes, bridges, watercourses, conduits, sewers, drains, pavements, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the intended Order.

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, plates, chairs, sleepers, or other works may be laid, and to exempt the Company from the payment of the whole or some part of any highway or any other rate or assessment, in respect of the whole or some portion or part of any street, road, or place, upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Company, for the purposes of the intended Order, of any paving, metalling, or road materials, excavated or removed by them during the construction of any of the proposed tram-

ways and works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail, or on a grooved or other rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the intended Order, the use of the proposed tramways by persons or corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge-rail, or on a grooved or other rail, and to authorise and give effect to agreements between the Company and any other persons or corporations for the use of the proposed tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or corporations.

To provide for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the Corporation of Cambridge, or the Cambridge Improvement Commissioners, or any or some one of Her Majesty's Principal Secretaries of State or the Board of Trade, or some other public authority, or some or one of them, to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties for the breach or non-observance of such bye-laws, rules and regulations or any of the provisions of the intended Order.

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

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

To enable the Company and the Cambridge Improvement Commissioners or other authority having the duty of directing the repairs, or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down or maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

To grant licences to use the proposed tramways or any part thereof.

And the intended Order may or will vary or extinguish all rights and privileges inconsistent with or which would or might in any way impede or interfere with any of its purposes, and will confer other rights or privileges, and so far

as may be necessary will alter, amend, or extend the provisions of the Cambridge Street Tramways Act, 1879.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed tramways, and a copy of this notice, will be deposited at the office of the Board of Trade, Whitehall, London, and for public inspection with the respective Clerks of the Peace for the county and borough of Cambridge, at their offices at Cambridge, and with the Clerk to the Cambridge Improvement Commissioners, at his office at Cambridge, and on or before the same day a copy of so much of the said plans and sections as relates to each of the before-mentioned parishes, and a copy of this notice will be deposited with the clerk of each such parish at his residence.

The draft of the intended Order will be deposited at the office of the Board of Trade on or before the 23rd day of December, 1879, and printed copies of the draft of the intended Order, when deposited and of the intended Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them, at the office of the undersigned, Messrs. Durnford and Co., 38, Parliament-street, Westminster.

All persons desirous of making any representation to the Board of Trade, or of bringing before them 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, Whitehall, London, S.W., on or before the 1st January next, and copies of their objections must at the same time be sent to the Company, addressed to Messrs. Durnford and Co., at their said office.

Dated this 21st day of November, 1879.

Sam. R. Ginn, 64, St. Andrew's-street, Cambridge;

Charles Turner, 59, St. Andrew's-street, Cambridge;

Solicitors for the Company.

Durnford and Co., 38, Parliament-street, Westminster, Parliamentary Agents.

Southsea Railway.

(Incorporation of Company; Construction of Railways; Running Powers over Railways of the London and South Western and the London, Brighton, and South Coast Railway Companies; Powers to and Provisions affecting those Companies; Amendment of Acts.)

APPPLICATION is intended to be made to Parliament next session, for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company") and to confer upon them powers for effecting the objects hereinafter mentioned, or some of them, viz.:

To make and maintain the following railways with stations, approaches, and other works and conveniences (all in Portsea parish, in the county of Southampton), viz.:

No. 1.—A railway, commencing at East Southsea, otherwise New Southsea, in a plot of land adjoining the Granada Arms public-house, and lately occupied by Charles Ayling, and now by Thomas Charles Cooper, and lying on the north side of Granada-road, at or near its junction with Waverley-road, and terminating at a point 450 yards or thereabouts south of the road called St. Mary's-road, leading from Fratton to Milton, and 30 yards or thereabouts east of the joint line.

No. 2.—A railway, commencing by a junction with Railway No. 1, at or near the ter-

mination thereof above described, and terminating by a junction with the railway (herein called the joint line) belonging to the London and South Western and the London, Brighton, and South Coast Railway Companies, hereinafter called the two Companies, or one of them, at or near and on the south side of the level crossing of that railway by the road called New-road at Copnor.

No. 3. A railway commencing by a junction with Railway No. 1 at or near the termination thereof above described, and terminating by a junction with the joint line at a point thereon 250 yards or thereabouts, on the south side of the bridge called Union Bridge which carries Saint Mary's-road aforesaid over that line.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, highways, streams, pipes, drains, sewers, bridges, railways, and tramroads within the said parish.

To purchase and take by compulsion or agreement, lands, houses and hereditaments for the purposes of the intended railways and works, and of the Bill.

To levy tolls, rates, and duties upon or in respect of the intended railways and works, and of any portion of the joint line and the stations connected therewith, which may be used by the Company, and to alter the tolls, rates, and duties, now authorised to be taken on the joint line, and to confer exemptions from the payment of such tolls, rates, and duties.

To provide, if thought fit, for the construction of the intended railways as light railways.

To empower the Company and all other companies or persons using the intended railways and works, or any part thereof, to run over, work and use with their engines, carriages, and servants, and for traffic of all kinds, and upon payments, terms, and conditions to be (failing agreement) determined by arbitration, or otherwise provided for by the intended Act, so much of the joint line as lies between the intended junctions therewith as hereinbefore described of the intended railways respectively, and any station which may be constructed by the two Companies, or either of them, at or near Copnor, together with that station and together with all platforms, junctions, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, signal posts, machinery, works, and conveniences on or connected or used with the said portion of the joint line and station, and with power to levy tolls, rates, and charges for traffic conveyed by them thereon, and provision will be made for requiring the two Companies to afford and render all necessary facilities and services for such user, and (if deemed expedient by the Company) similar powers may be given by the intended Act to the two Companies, or one of them, of running over and using the intended railway and works.

To empower the two Companies, or either of them, and the Company to enter into and carry into effect agreements for or with reference to the construction, maintenance, working, and using by the two Companies, or either of them, of the railways and works of the Company or any part thereof, the regulation, management, collection, transmission, and delivery of the traffic thereon,

or coming from, or intended for the railways of the said Companies, or either of them, the construction, maintenance, user, and appropriation of joint or separate stations by or for the benefit of all or any of the Companies parties to any such agreement, and the acquisition of land for the same, and the payments to be made by each or any of the said parties to or for the other or others of them, the fixing, collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising from the traffic, railways, stations, and works comprised in any such agreement, the supply of rolling stock, the employment of officers and servants, and the appointment of joint committees for the purpose of such agreements.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill and to confer other rights and privileges.

To amend the following (Local) Acts of Parliament, viz.: 4 and 5 Wm. 4, cap. 88, and any other Acts of Parliament relating to the London and South Western Railway Company; the 9 and 10 Vict., cap. 283, and any other Acts of Parliament relating to the London, Brighton, and South Coast Railway Company; and the 10 and 11 Vict., cap. 244, and any other Act relating to the joint line, and to the two Companies in reference thereto.

On or before the 29th day of this present November, plans and sections of the intended railways and works, a book of reference to such plans, a published map with the line of the proposed railways delineated thereon, and a copy of this notice, will be deposited for public inspection with the Clerk of the Peace for the county of Southampton, at his office at Winchester, and with the parish clerk of the parish of Portsea, at his residence.

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

Dated this 13th day of November, 1879.

E. W. Ford and Son, Solicitors, Portsmouth.

Sherwood and Co., Parliamentary Agents, Westminster.

Board of Trade.—Session 1880.

Harrogate Gas.

(Application to Board of Trade in pursuance of "The Gas and Water Works Facilities Act, 1870," for Power to Raise Additional Capital; to Acquire Additional Lands by Agreement; and for other Purposes.)

NOTICE is hereby given, that pursuant to "The Gas and Water Works Facilities Act, 1870," application will, on or before the 23rd day of December next, be made to the Board of Trade by the Harrogate Gas Company for a Provisional Order to authorise the said Company to raise additional capital by the creation and issue of new shares or stock, and by borrowing on mortgage or otherwise, and by the creation and issue of debenture stock, or by all or some of such means, and to attach to such new shares or stock, or any part or parts of the same respectively, any preference or priority in the payment of dividend or otherwise; to acquire additional lands by agreement; and to confer, vary, or extinguish other rights and privileges; and so far as may be necessary for all or any of such purposes, or other the purposes of such Provisional Order, to amend, enlarge, or repeal all or any of the provisions of "The Harrogate

Gas Company's Act, 1863," and incorporate in such Order all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

On or before the 29th instant, a copy of this advertisement as published in the London Gazette, will be deposited for public inspection in the office of the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said county, and at the office of the Board of Trade, Whitehall, London.

On or before the 23rd day of December aforesaid, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, and on and after that date copies will be furnished to all persons applying for the same, at the price of one shilling each, at the offices of the undersigned, Messrs. Powell, or Mr. Pead, and printed copies of the Provisional Order, if and when settled and made by the Board of Trade, will also be furnished at the like charge to all persons applying for the same at either of such last-mentioned offices.

Any company, corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at the office aforesaid, on or before the 1st day of January, 1880, at the same time delivering a copy of their representations or objections to the promoters at the office of the said Mr. Pead. And in forwarding to the Board of Trade any such representations or objections, the objectors or their agents must state that a copy of the same has been forwarded to the promoters or their agents.

Dated this 14th day of November, 1879.

*S., C., F., and C. A. Powell, Solicitors,
Harrogate.*

*Robert J. Pead, 29, Parliament-street,
Westminster, Parliamentary Agent.*

In Parliament—Session, 1880.

Freshwater, Yarmouth, and Newport Railway. (Incorporation of Company; Power to make Railway to connect the Towns of Freshwater, Yarmouth, and Newport; Running Powers over the Railways of the Cowes and Newport and Ryde and Newport Railways, and user of their Newport Station; Compulsory Purchase of Lands; Tolls; Special Powers to Limited Owners; Agreements with the Isle of Wight, the Cowes and Newport, the Ryde and Newport, the Isle of Wight (Newport Junction) the London and South-Western, and the London, Brighton, and South Coast Railway Companies; and the Yar Bridge Company and the Yarmouth Pier Company; Sale or Lease of Undertakings of the two latter Companies; Reclamation of Foreshore of River Yar; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company, and to authorise the Company so to be incorporated (in this Notice called "the Company") to make and maintain the Railway hereinafter described, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works connected therewith, that is to say,

A railway commencing in the parish of Freshwater at or near a point adjoining the highway leading from Freshwater Gate to Calbourne, near Blackbridge, which point is

situate in a pasture field adjoining the said highway, and numbered 843 on the Tithe Commutation Map for the said parish, and is about 95 yards from the centre of Blackbridge, measuring in a south-westerly direction along the said highway, and terminating in the parish of Carisbrooke by a junction with the Cowes and Newport Railway at a point at or near the northern end of the Western Passenger Platform of the Newport Station on that Railway.

The intended railway will be made or pass from, in, through, or into the following parishes, townships, and places, or some of them, that is to say, Freshwater, the bed and shore of the River Yar, Yarmouth (parish and township), Thorley, Shalfleet, Calbourne, Saint Nicholas, Carisbrooke, and Newport, all in the Isle of Wight, and County of Southampton.

2. To authorise the Company to deviate laterally from the lines of the intended works to be shown in the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

3. To empower the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the said intended railway and works, and of the Bill, and the Bill will vary or extinguish any existing rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

4. To authorise the Company to alter, divert, cross, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, highways, streets, rivers, bridges, aqueducts, canals, pipes, sewers, streams, railways, and tramways within the aforesaid parishes, townships, and places, or any of them, as it may be necessary or convenient to alter, divert, cross, stop up, or interfere with for the purposes of the intended railway and works, or any of them, or of the Bill.

5. To empower the Company to levy tolls, rates, and duties upon or in respect of the said intended railway and works, and upon or in respect of the railways, station, and works of the Railway Companies hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, and to confer exemptions from such tolls, rates, and duties respectively.

6. To enable and authorise any tenant for life of or other person having a limited estate or interest in any lands which would or might be benefited or improved in value by, or would derive facilities or accommodation from the construction or working of the intended railway, or any part thereof, or of any station, siding, road, approach, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the monies necessary for that purpose by mortgage of, and to charge the same upon such lands and the fee simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended railway, or any part thereof, or any station, siding, road, approach, works, or conveniences connected therewith, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreements which may have been or may be made between any such

person and the Company, or any person or persons on their behalf respectively, with respect to any of the matters aforesaid.

7. To authorise the Company, and any Company or persons for the time being working or using the railway of the Company, or any part thereof, either by agreement or otherwise, to run over and use with their engines, carriages, and wagons, officers, and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic, of all kinds, and upon payment of such tolls and rates as may be agreed upon, or as may be settled by arbitration or prescribed by the Bill, such parts of the railways of the Cowes and Newport, and Ryde and Newport, and Isle of Wight (Newport Junction) Railway Companies as lie between the termination of the intended railway, as above described, and the joint station at Newport of those Companies, together with that station and all 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 portions of railways and station.

8. To enable the Company on the one hand and the Isle of Wight Railway Company, the Ryde and Newport Railway Company, the Isle of Wight (Newport Junction) Railway Company, the London and South Western Railway Company, the London, Brighton, and South Coast Railway Company, the Yar Bridge Company, and the Yarmouth Pier Company, or any or either of them on the other hand, from time to time to enter into and carry into effect and rescind agreements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways, bridges, piers, and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, accommodation, and delivery of traffic upon or coming from or destined for the respective undertakings of the contracting Companies, or any or either of them, the supply and maintenance of engines, stock, and plant, the rebates, drawbacks, or allowances to be made by any of the contracting Companies to the others or other of them, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective undertakings of the contracting Companies, or any or either of them, or any part thereof, the employment of officers and servants, and the appointment of joint committees for or connected with any of the purposes aforesaid, and to sanction and confirm any agreements made or to be made touching any of the matters aforesaid.

9. To enable the Yar Bridge Company and the Yarmouth Pier Company, or either of them, to sell or lease their respective undertakings to the Company, and to enable the Company to purchase or accept a lease of the same accordingly, upon and subject to such terms and conditions, pecuniary or otherwise, as have been or may be agreed, or as may be sanctioned or prescribed by the Bill, and to sanction and confirm any agreements made or to be made for any such sale or lease.

10. To empower the Company by agreement with the owners of any part of the bed or shore of the River Yar, and upon and subject to such terms and conditions, pecuniary or otherwise, as may have been or may be agreed, or as may be sanctioned or prescribed by the Bill, to reclaim

any such part of such bed and shores, and to provide for the vesting in or the apportionment between the Company and such owners of any land so reclaimed.

11. And the Bill will vary or extinguish any rights or privileges which would interfere or be inconsistent with its objects or provisions, and will confer other rights and privileges, and will, so far as may be necessary, repeal or amend the provisions or some of the provisions of the Acts of Parliament hereinafter mentioned or some of them, that is to say—23 and 24 Vic., cap. 162, and all other Acts relating to the Isle of Wight Railway Company; 35 and 36 Vic., cap. 135, and all other Acts relating to the Ryde and Newport Railway Company; 31 and 32 Vic., cap. 181, and all other Acts relating to the Isle of Wight (Newport Junction) Railway Company; 4 and 5 Wm. IV., cap. 88, and all other Acts, relating to the London and South Western Railway Company; 9 and 10 Vic., cap. 283, and all other Acts relating to the London, Brighton and South Coast Railway Company; 21 and 22 Vic., cap. 81, and all other Acts relating to the Yar Bridge Company; and 34 and 35 Vic., cap. 56; and 37 and 38 Vic., cap. 185, and all other Acts relating to the Yarmouth Pier Company.

And notice is hereby given, that plans and sections of the intended railway and works, the plans showing also the lands and property to be purchased and taken under the powers of the Bill, with a book of reference to such plans and a copy of this notice as published in the "London Gazette," will be deposited for public inspection on or before the 29th day of November instant with the Clerk of the Peace for the county of Southampton, at his office in Winchester, and with the Clerk of the Peace for the Isle of Wight, at his office in Newport, and that on or before the said 29th day of November a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the intended railway and works will be made, or in which any such lands will be situate, 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.

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

Dated this 13th day of November, 1879.

Porter and Sullivan, 4, Victoria-street,
Westminster, Solicitors for the In-
tended Bill.

Booty and Bayliffe, 1, Raymond-build-
ings, Gray's-inn.

J. C. Rees, 3, Great George-street, West-
minster,

Parliamentary Agent.

Board of Trade—Session 1880.

Tramways Act, 1870.

Peterborough Tramways.

(Construction of Tramways in the City of Peterborough, in the County of Northampton.)

NOTICE is hereby given that application is intended to be made to the Board of Trade, on or before the 23rd day of December next, for a Provisional Order to authorise the making, forming, laying down, and maintaining of the several tramways hereinafter described, or some or one of them respectively, with all

necessary and proper rails, points, plates, sleepers, works, and conveniences, that is to say:—

Tramway No. 1 (two miles, one furlong, and two chains, or thereabouts, in length, of which one furlong, eight chains, or thereabouts, is double line, and one mile, seven furlongs, and four chains, or thereabouts, is single line), commencing in Lincoln-road, one chain, or thereabouts, south-east of Crown-street, and passing thence south-eastward and south along Lincoln-road, Boroughbury, Westgate, Long-causeway, Market-place, Church-street, Cowgate, and terminating in Cowgate, two chains, or thereabouts, west of the Great Northern Railway Station approach-road.

Tramway No. 1 will be a single line, except at the following places, where it will be a double line:—

1. In Lincoln-road, at the following places, between the respective points following, (that is to say):—(a) One chain or thereabouts, and three chains or thereabouts, south-east of Crown-street; (b) three-and-a-half chains or thereabouts, and half a chain or thereabouts, north-westward of Newborough-road; (c) four-and-a-half chains or thereabouts, and one-and-a-half chains or thereabouts, north-westward of Alma-road; (d) five chains or thereabouts, and seven chains or thereabouts, south-eastward of Taverner's-lane; (e) two-and-three-quarters chains or thereabouts, and three-quarters of a chain or thereabouts, north of St. Mark's-street.
2. In Boroughbury, between points three chains or thereabouts, and one chain or thereabouts, north of the north side of Westgate.
3. In Long-causeway, between points one chain or thereabouts, and three chains or thereabouts, south of Midgate.
4. In Cowgate, between the Great Northern Railway Station approach-road, and two chains west thereof.

Tramway No. 2 (seven furlongs, three chains, or thereabouts, in length, of which eight chains or thereabouts is double line, and six furlongs, five chains, or thereabouts, is single line), commencing by a junction with Tramway No. 1, in Lincoln-road, three chains or thereabouts north of Cobden-street, and passing east along Lincoln-road, Lincoln-road East, Monument-street, Cemetery-end, New-road, Midgate, and Long-causeway, and terminating by a junction with Tramway No. 1, in Long-causeway, half-a-chain or thereabouts south of Midgate.

Tramway No. 2 will be a single line, except at the following places, where it will be a double line:—

1. In Lincoln-road East, at the following places, between the respective points following, that is to say:—(a) Six chains or thereabouts, and four chains or thereabouts, west of Henri-street; (b) Two-and-a-half chains or thereabouts, and half-a-chain or thereabouts, north-westward of Park-road.
2. In Cemetery-end between points half-a-chain or thereabouts, and two-and-a-half chains or thereabouts, south of Whalley-street.
3. In New-road between points five chains or thereabouts, and three chains or thereabouts, north-east of Brook-street.

Tramway No. 3 (single line),—(one-and-a-quarter chains or thereabouts in length), commencing by a junction with Tramway No. 1 in Lincoln-road, one-and-three-quarter chains, or

thereabouts, north of Cobden-street, and terminating by a junction with Tramway No. 2 in Lincoln-road East, six chains, or thereabouts, north-westward of Henri-street.

Tramway No. 4 (single line),—(one chain or thereabouts in length), commencing by a junction with Tramway No. 1 in Westgate, opposite the west side of Long-causeway, and terminating by a junction with Tramway No. 2 in Midgate, opposite the east side of Long-causeway.

The above tramways will pass from, through, or into, or be situate in the parish of St. John the Baptist, Peterborough, liberty of Peterborough, and city of Peterborough, in the county of Northampton.

At the following places it is proposed to lay the tramways, so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on the side of the streets hereinafter mentioned, and the nearest rail of the tramway (that is to say):—

Tramway No. 1.

In Cowgate on both sides, between Sweet Briar-walk, and a point four chains east thereof.

Tramway No. 2.

In Lincoln-road East on its north-east side, between Park-road and a point three chains west thereof.

In Monument-street on both sides, between Cemetery-end and a point fourteen chains west thereof.

In Cemetery-end on both sides between points six chains and eight chains south of Whalley-street.

In New-road on both sides between points three chains and five chains north-east of Brook-street.

In Midgate on both sides, between points one chain and four chains east of the east side of Long-causeway.

Wherever, in this Notice, any point or distance is described by reference to, or to the direction or distance from, any street, road, or other place (other than any side thereof), the point or distance so described is measured from the centre of the respective street, road, or place, and along the proposed line of tramway.

Each tramway is intended to be constructed on a gauge of three feet six inches.

It is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

The Provisional Order will also provide for all or some of the following objects (that is to say):—

To authorise, or to authorise and require, the promoters, from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turnouts, and other works, as may be necessary or convenient to the efficient working of their tramways, or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage sheds, or works or buildings of the promoters.

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

To enable the promoters, when by reason of the execution of any work affecting the surface or soil of any street, road or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as afore-

said, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway, or part of a tramway, so removed or discontinued to be used, or intended so to be.

To enable the promoters and any body corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, and any owners or lessees of any other tramways, to enter into contracts or agreements with respect to the forming, laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and of any roads or streets upon or along which the same, or any part thereof, are, or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic on and along the same, or any part thereof.

To enable the promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers and goods and other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with any of the objects of the Provisional Order, and to confer other rights and privileges.

To incorporate with the Provisional Order, and extend and apply to the tramways and works above described, all or some of the powers and provisions of the "Tramways Act, 1870," and so far as may be necessary for the purposes of the Provisional Order, or may be deemed expedient to alter, amend, or repeal the provisions, or some of the provisions of that Act.

And notice is hereby further given, that plans and sections of the proposed tramways and works, and a copy of this advertisement, 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 Northampton, at his office in Northampton, with the Clerk of the Peace for the liberty of Peterborough, at his office in Peterborough, and with the Town Clerk of the city and borough of Peterborough, at his office in Peterborough; and a copy of the same plans, sections, and advertisement, and a map of the city of Peterborough, with the lines of the intended tramways delineated thereon, together with a diagram, will, on or before the said 30th day of November, be deposited for public inspection, at the Board of Trade, in Whitehall-gardens, and that, on or before the same day, a copy of the said plans and sections, and a copy of this advertisement, as published in the "London Gazette," will be deposited, for public inspection, with the Parish Clerk of the parish of St. John the Baptist, Peterborough, at his place of abode.

All companies, corporations, or persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the 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 1st day of January next ensuing, and a copy of any such objection must, at the same time, be sent to the promoters or their solicitors, or agents on their

behalf, and that in forwarding to the Board of Trade any such objection the objectors or their agents should state that a copy of the same has been sent to the promoters or their agents.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for the same, at the offices of the undersigned.

Dated this 17th day of November, 1879.

Tahourdins and Hargreaves, 1 Victoria-street, Westminster.

Board of Trade.—Session 1880.

Luton Water.

(Application to the Board of Trade in pursuance of "The Gas and Water Works' Facilities Act, 1870," for Power to raise Additional Capital.)

NOTICE is hereby given, that pursuant to "The Gas and Water Works' Facilities Act, 1870," application will, on or before the 23rd day of December, 1879, be made to the Board of Trade by the Luton Water Company (hereinafter called "the Company"), for a Provisional Order authorising them to raise additional capital by the creation and issue of new shares or stock, and by borrowing on mortgage or otherwise, and by the creation and issue of debenture stock, or by all or some of such means, and to attach to such new shares or stock or any part or parts of the same respectively (if the Company think fit) any guarantee, preference, or priority in the payment of dividend or otherwise.

The Order will amend, so far as may be necessary for the purposes thereof, the Luton Water Act, 1865, and incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Acts, 1845, 1863, and 1869.

On or before the 29th instant, a copy of this advertisement as published in the London Gazette, will be deposited for public inspection in the office of the Clerk of the Peace of the county of Bedford, at his office at Bedford, in the said county, and at the office of the Board of Trade, Whitehall, London.

On or before the 23rd day of December aforesaid, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, and on and after that date copies will be furnished to all persons applying for the same, at the price of one shilling each, at the office of the undersigned, Mr. Pead; and printed copies of the Provisional Order, if and when settled and made by the Board of Trade, will also be furnished at the like charge to all persons applying for the same at such last-mentioned office.

Any Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office aforesaid, on or before the 1st day of January, 1880, at the same time delivering a copy of their representations or objections to the promoters at the office of the said Mr. Pead. And in forwarding to the Board of Trade any such representations or objections, the objectors or their agents must state that a copy of the same has been forwarded to the promoters or their agent.

Dated this 19th day of November, 1879.

Robert J. Pead, 29, Parliament-street, Westminster, Parliamentary Agent.

Board of Trade.—Session 1880.

Walsall and District Tramways.
(Construction of Tramways in the Borough of Walsall, in the County of Stafford.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, under the provisions of the Tramways Act, 1870, in the ensuing session, for a Provisional Order, authorising Frederick Charles Winby, of No. 1, College-street, Nottingham, Civil Engineer, with or without others, and whether incorporated or not, and who are hereinafter called the Promoters, to construct and maintain, use, and work the tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively, in the borough of Walsall, in the county of Stafford.

Tramway No. 1.

Partly in the township of the foreign of Walsall and partly in the township of the borough of Walsall respectively, in the parish of Walsall, in the county of Stafford, and partly in the parish of Rushall, in the same county.

Tramway No. 1, partly in double and partly in single line, commencing at The Pleck, in the Wednesbury-road, at the junction of that road with the Darlaston-road, continuing in an easterly direction along Wednesbury-road to New Mills, and thence continuing in a generally north-easterly direction along the Wednesbury-road, Bradford-street, the Bridge, part of Bridge-street, and Lichfield-street, and terminating at the point where the borough boundary crosses Lichfield-street near the Mellish-road, the double and single portions of which tramway are as follows:—

No. 1a.—A double line commencing at the commencement of Tramway No. 1, and terminating in Wednesbury-road, at a point 2 chains from its commencement.

No. 1b.—A single line commencing at the termination of the last portion, and terminating at a point 3 chains south-west of the foot of the south-westerly approach to the Bridge in course of construction over the South Staffordshire Railway.

No. 1c.—A double line commencing at the termination of the last portion, and terminating at the foot of the south-westerly approach to the said bridge.

No. 1d.—A single line commencing at the termination of the last portion, and terminating at a point a chain and a half south-west of the junction of Stank-lane with Wednesbury-road.

No. 1e.—A double line commencing at the termination of the last portion, and terminating at a point a chain and a half north of the last-mentioned junction.

No. 1f.—A single line commencing at the termination of the last portion, and terminating at a point a chain and a half south of Corporation-street with Wednesbury-road.

No. 1g.—A double line commencing at the termination of the last portion, and terminating at a point a chain and a half north of the last-mentioned junction.

No. 1h.—A single line commencing at the termination of the last portion, and terminating at a point 2 chains south of the junction of Vicarage-place with Bradford-street.

All the above-mentioned portions will be situate in the Wednesbury-road.

No. 1j.—A double line in Wednesbury-road and Bradford-street, commencing at the

No. 24787.

termination of the last portion, and terminating in Bradford-street at a point 1 chain north of the last-mentioned junction.

No. 1k.—A single line in Bradford-street and on the Bridge, commencing at the termination of the last portion, and terminating at the paved crossing from the George Hotel to Park-street.

No. 1l.—A double line on the Bridge, commencing at the termination of the last portion, and terminating at a point 2 chains north of the said crossing.

No. 1m.—A single line on the Bridge and in Bridge-street and Lichfield-street, commencing at the termination of the last portion, and terminating at a point a chain and a half south of the junction of Hather-ton-street with Lichfield-street.

No. 1n.—A double line, commencing at the termination of the last portion, and terminating at a point a chain and a half north of the last-mentioned junction.

No. 1o.—A single line commencing at the termination of the last portion, and terminating at a point a chain and a half south of the junction of Denmark-road with Lichfield-street.

No. 1p.—A double line commencing at the termination of the last portion, and terminating at a point a chain and a half north of the last-mentioned junction.

No. 1q.—A single line commencing at the termination of the last portion, and terminating at a point 2 chains south of the termination of Tramway No. 1.

No. 1r.—A double line commencing at the termination of the last portion, and terminating at the termination of Tramway No. 1. The five last-mentioned portions will be situate in Lichfield-street.

The length of Tramway No. 1 is 1 mile 7 furlongs and 2·40 chains, the total length of the double portions being 2 furlongs 4 chains, and the total length of the single portions being 1 mile 4 furlongs and 8·40 chains.

Tramway No. 2.

Partly in the township of the borough of Walsall and partly in the township of the foreign of Walsall respectively, in the parish of Walsall in the county of Stafford.

Tramway No. 2, partly in double and partly in single line, commencing by a junction with Tramway No. 1 at a point on the bridge, half a chain north of the paved crossing from the George Hotel to Park-street, and continuing from such point generally in a westerly direction along the Bridge and Park-street to Townsend Bank, and thence in a north-westerly direction along Townsend Bank Stafford street, Bloxwich-road, and High-street, Bloxwich, and terminating in High-street, Bloxwich, at the junction of that street with Station-street—the double and single portions of which tramway are as follows:—

No. 2a.—A single line on the Bridge and in Park-street, commencing at the commencement of Tramway No. 2, and terminating at a point 3 chains south of the Town Machine.

No. 2b.—A double line in Park-street and Stafford-street, commencing at the termination of the last portion and terminating at the Town Machine.

No. 2c.—A single line commencing at the termination of the last portion, and terminating at a point a chain and a half south of the junction of Blue-lane West with Stafford-street.

No. 2d.—A double line commencing at the termination of the last portion and terminating at a point a chain and a half north of the last-mentioned junction.

No. 2e.—A single line commencing at the termination of the last portion and terminating at a point a chain and a half south of the junction of Hospital-street with Stafford-street.

The three last-mentioned portions will be situate in Stafford-street.

No. 2f.—A double line in Stafford-street and Bloxwich-road, commencing at the termination of the last portion, and terminating at a point a chain and a half north of the last-mentioned junction.

No. 2g.—A single line, commencing at the termination of the last portion, and terminating at the north end of the bridge crossing the Wolverhampton and Walsall Railway.

No. 2h.—A double line commencing at the termination of the last portion, and terminating at a point 3 chains north of the north end of the last-mentioned bridge.

No. 2i.—A single line commencing at the termination of the last portion, and terminating at a point 6 chains north of the centre of a bridge called Pratt's-bridge over the canal.

No. 2j.—A double line commencing at the termination of the last portion, and terminating at a point 3 chains north of such last-mentioned point.

No. 2k.—A single line commencing at the termination of the last portion, and terminating at a point 10 chains north of the centre of the bridge over the London and North Western Railway Company's Railway from Walsall to Cannock.

No. 2l.—A double line commencing at the termination of the last portion, and terminating at a point 3 chains north of such termination.

No. 2m.—A single line commencing at the termination of the last portion, and terminating at a point a chain and a half south of the junction of Leamore and Harden-lane with the said Bloxwich-road.

No. 2n.—A double line commencing at the termination of the last portion, and terminating at a point a chain and a half north of the last-mentioned junction.

No. 2o.—A single line commencing at the termination of the last portion, and terminating at a point opposite the south-west corner of the Board School at Broadstone.

No. 2p.—A double line commencing at the termination of the last portion, and terminating at a point 3 chains north of such last-mentioned point.

The ten last-mentioned portions will be situate in Bloxwich-road.

No. 2q.—A single line in Bloxwich-road and High-street, Bloxwich, commencing at the termination of the last portion, and terminating at a point a chain and a half south of the junction of Holly-lane with the said High-street, Bloxwich.

No. 2r.—A double line commencing at the termination of the last portion, and terminating at a point a chain and a half north of the last-mentioned junction.

No. 2s.—A single line, commencing at the termination of the last portion, and terminating at a point 2 chains south of the termination of Tramway No. 2.

No. 2t.—A double line commencing at the termination of the last portion, and terminating at the termination of Tramway No. 2. The three last-mentioned portions will be situate in High-street, Bloxwich.

The length of Tramway No. 2 is 2 miles 2 furlongs and 9.50 chains, the total length of the double portions being 2 furlongs and 9 chains, and the total length of the single portions being 2 miles and 0.50 chains.

Tramway No. 3,

In the township of the borough of Walsall, in the parish of Walsall aforesaid.

Tramway No. 3, in single line, commencing in Bradford-street, by a junction with Tramway No. 1, at a point a chain and a half south of the paved crossing from the George Hotel to Park-street and continuing along Bradford-street, the Bridge, and Park-street, and terminating in Park-street by a junction with Tramway No. 2 at a point on that tramway 8 chains and a half south of the commencement of the portion No. 2b. The length of Tramway No. 3 is 2 chains.

It is proposed to lay the Tramway No. 2 along High-street, Bloxwich, between the points hereinafter mentioned, so that for a distance of upwards of 30 feet, a less space than 9 feet 6 inches will intervene between the outside of the footpath on the north-eastern side of the road and the nearest rail of the tramway, that is to say:

Between a point 2 chains north of the junction of Holly-lane with High-street, Bloxwich, and a point 3 chains north of such last-mentioned point; and

Between a point 80 feet north of the junction of Reeves-street with High-street, Bloxwich, and a point 4½ chains north of such last-mentioned point.

The tramways are intended to be constructed on a gauge of 3 feet, and it is not intended to run on the tramways carriages or trucks adapted for use upon railways.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments thereof as may be deemed necessary or expedient, and will enable the Promoters to exercise the powers granted by that Act, to parties who are therein called Promoters, as well as the powers hereinafter mentioned, that is to say:—

To enable the Promoters for all or any of the purposes of the undertaking to acquire by agreement or to take easements over lands, and to erect buildings and conveniences on any such lands.

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

To empower the Promoters, whenever by reason of the execution of any work affecting the surface of the 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 in any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this notice, and maintain, so long as occasion may require, a temporary tramway in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To empower the promoters on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Walsall on the other, to enter into agreements with reference 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, and along the streets and roads, and as to other matters arising out of or connected with the objects of the intended Order, and also with reference to the sale or lease of the undertaking to the said Corporation.

To empower the Promoters to use on the proposed tramways or some parts thereof, carriages moved by steam or other mechanical power.

To empower the Promoters to levy tolls and charges for the use of the tramways, and either upon carriages using the tramways, or in respect of passengers or goods conveyed on the tramways.

To empower the Promoters to sell or lease the tramways, or any part thereof, or to grant licenses in respect of the use thereof to any company or person.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the said objects, and will confer other rights and privileges upon the Promoters.

And notice is hereby given, that proper plans and sections of the proposed tramways and works, and a copy of this advertisement, as published in the London Gazette, will be deposited on or before the 29th day of November instant, for public inspection, with the Clerk of the Peace for the borough of Walsall, at his office in Bridge-street, Walsall aforesaid; with the Mayor, Aldermen, and Burgesses of the borough of Walsall, at their office in Walsall; with the Clerk of the Peace for the county of Stafford, at his office in Stafford; with the clerks of the said parishes of Walsall and Rushall, at their respective abodes; at the office of the Board of Trade, situate in Whitehall, in the city of Westminster; at the office of the Clerk of Parliaments in the House of Lords; and at the Private Bill Office of the House of Commons respectively.

Printed copies of the draft of the said Provisional Order when deposited, and of the said Provisional Order when made, may be obtained at the offices of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, 41, Bedford-row, London, Parliamentary Agents; or at the office of Messrs. Wilkinson and Gillespie, of Walsall, solicitors, at the price of one shilling each.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 1st January next ensuing, and copies of the objections must at the same time be sent to the Promoters at the offices of their Solicitors or Parliamentary Agents; and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been sent to the Promoters or their agents.

Dated the 21st day of November, 1879.

Wilkinson and Gillespie, Walsall, Solicitors for the Promoters.

Sharpe, Parkers, Pritchard, and Sharpe, 41, Bedford-row, London, and 3, Old Palace-yard, Westminster, Parliamentary Agents.

Board of Trade.—Session 1880.

Folkestone, Sandgate, and Hythe Tramways. (Construction of Tramways; Compulsory User, &c., of Streets; Tolls; Alteration of Levels of Portion of Sandgate and Darnley Roads; Agreements with Road Authorities and Lord Radnor; Amendment of Act.)

APPPLICATION is intended to be made to the Board of Trade for a Provisional Order under the Tramways Act, 1870, for the purposes or some of the purposes following, that is to say:

To authorise a Company to be incorporated in accordance with the rules and regulations of the Board of Trade, or any other Company or Corporation, person or persons, to be named in the draft Provisional Order (hereinafter called "the Promoters"), to construct and maintain, wholly in the county of Kent, the following tramways, or some or one of them, or some part or parts thereof respectively, that is to say:

A Tramway No. 1 (double line, 2 chains in length), commencing in the Sandgate-road, at the north-east end of Albion-terrace, passing in a south-westerly direction along and terminating in the said road at the south-west corner of the said terrace.

A Tramway No. 2 (single line, 2 furlongs 2 chains in length), commencing by a junction with the intended Tramway No. 1, at its point of termination as above described, passing along the Sandgate-road, and terminating in that road at a point about 2 chains east of the boundary of the township of Folkestone, such boundary being nearly opposite the south-east corner of the West Cliff Hotel.

A Tramway No. 3 (double line, 2 chains in length), wholly in the Sandgate-road, commencing by a junction with Tramway No. 2, at its point of termination as above described, and terminating at the said boundary of the township of Folkestone.

A Tramway No. 4 (single line, 2 furlongs 2·9 chains in length), wholly in the Sandgate-road, commencing by a junction with Tramway No. 3, at its point of termination as above described, and terminating at the south-west corner of the garden of the house known as the Vicarage, adjoining Trinity Church.

A Tramway No. 5 (double line, 2 chains in length), wholly in the Sandgate-road, commencing by a junction with Tramway No. 4, at its termination as above described, and terminating at a point 2 chains west of the south-west corner of the garden of the said Vicarage.

A Tramway No. 6 (single line, 2 furlongs 0·2 chain in length), wholly in the Sandgate-road, commencing by a junction with Tramway No. 5, at its termination as above described, and terminating at a point opposite the road leading to Ingles Farm.

Tramways Nos. 1, 2, 3, 4, 5 and 6 will be situate wholly in the township and parish of Folkestone.

A Tramway No. 7 (double line, 2 chains in length), wholly in the Sandgate-road, commencing by a junction with Tramway No. 6 at its point of termination, as above described, and terminating 2 chains west of the road leading to Ingles Farm.

A Tramway No. 8 (single line, 1 furlong 2·8 chains in length), wholly in the Sandgate-road, commencing by a junction with Tramway No. 7 at its point of termination, as above described, and terminating at a point 2 chains east of Cool-inge-road.

A Tramway No. 9 (single line, 2 chains in length) wholly in the Sandgate-road, commencing by a junction with Tramway No. 8 at its

termination, as above described, and terminating opposite Coolinge-road.

A Tramway No. 10 (double line, 2 chains in length), wholly in the Sandgate-road, or Darnley-road, or one of them, commencing by a junction with Tramway No. 9 at its point of termination, as above described, and terminating 2 chains west of Coolinge-road.

A Tramway No. 11 (single line, 1 furlong 7-6 chains in length) wholly in the Darnley-road, commencing by a junction with Tramway No. 10 at its point of termination, as above described, and terminating at a point about 2 chains east of the north-west corner of the palings surrounding the gardens in front of the National Schools.

A Tramway No. 12 (double line, 2 chains in length), wholly in Broadway, Sandgate, commencing by a junction with Tramway No. 11 at its point of termination, as above described, and terminating at a point opposite the north-west corner of the palings surrounding the gardens in front of the National Schools.

The said Tramways Nos. 7, 8, 9, 10, 11, and 12 will be wholly situate in the parish of Folkestone.

A Tramway No. 13 (single line, 1 furlong 6-8 chains in length), commencing by a junction with Tramway No. 12 at its point of termination, as above described, passing along Broadway, Sandgate, and terminating opposite the road leading to the Undercliff, which said Tramway No. 13 will pass in or through the township and parish of Folkestone and parish of Cheriton.

A Tramway No. 14 (double line, 2 chains in length), wholly in the Broadway, Sandgate, commencing by a junction with Tramway No. 13 at its point of termination, as above described, and terminating at a point 2 chains west of the said road leading to the Under-cliff.

A Tramway No. 15 (single line, 3 furlongs 1-5 chains in length), commencing in the Broadway, Sandgate, by a junction with Tramway No. 14 at its point of termination, as above described, passing westward along that street, and terminating in the Esplanade at a point 2 chains east of Camp-road.

A Tramway No. 16 (double line, 2 chains in length), wholly in the Esplanade, commencing by a junction with Tramway No. 15 at its termination as above described, and terminating opposite Camp-road.

A Tramway No. 17 (single line, 2 furlongs 7 chains in length), commencing in the Esplanade by a junction with Tramway No. 16 at its termination as above described, and passing westward along the road leading to Hythe, and terminating at a point about 12 chains west of the entrance to Littlebourne Lodge.

A Tramway No. 18 (double line, 2 chains in length), wholly situate in the road leading from Sandgate to Hythe, commencing by a junction with Tramway No. 17 at its termination as above described, and terminating about 14 chains west of the entrance to Littlebourne Lodge.

A Tramway No. 19 (single line, 2 furlongs 8 chains in length), wholly situate in the road leading from Sandgate to Hythe, commencing by a junction with Tramway No. 18 at its termination as above described, and terminating about 1 chain west of the centre of the bridge over the stream called Seabrook.

A Tramway No. 20 (double line, 2 chains in length), wholly in the road leading from Sandgate to Hythe, commencing by a junction with Tramway No. 19 at its termination as above described, and terminating about 3 chains west

of the centre of the bridge over the stream called Seabrook.

The Tramways Nos. 14, 15, 16, 17, 18, 19, and 20 will be wholly situate in the parish of Cheriton.

A Tramway No. 21 (single line, 4 furlongs 3 chains in length), wholly in the road leading from Sandgate to Hythe, commencing in the parish of Cheriton by a junction with Tramway No. 20 at its termination as above described, passing westward along the said road, and terminating in the parish of Newington, in that road at a point thereon about 15 chains west of the boundary of the parish of Cheriton.

A Tramway No. 22 (double line, 2 chains in length), wholly in the road leading from Sandgate to Hythe, commencing by a junction with Tramway No. 21 at its termination as above described, and terminating in that road about 17 chains west of the boundary of the parish of Cheriton.

A Tramway No. 23 (single line, 4 furlongs 5 chains in length), wholly in the said road leading from Sandgate to Hythe, commencing by a junction with Tramway No. 22 at its termination as above described, and terminating at a point about $4\frac{1}{2}$ chains east of Twiss-road.

A Tramway No. 24 (double line, 2 chains in length), wholly in the said road leading from Sandgate to Hythe, commencing by a junction with Tramway No. 23 at its termination as above described, and terminating at a point about $2\frac{1}{2}$ chains east of Twiss-road.

A Tramway No. 25 (single line, $2\frac{1}{2}$ chains in length), wholly in the said road leading from Sandgate to Hythe, commencing by a junction with Tramway No. 24 at its termination as above described, and terminating at the junction of Twiss-road with the first-named road.

A Tramway No. 26 (single line, 6 chains in length), commencing by a junction with Tramway No. 25, at its termination as above described, thence passing along East-street, Hythe, and terminating in that street at a point 6 chains west from the junction of Twiss-road with East-street aforesaid.

A Tramway No. 27 (double line, 3 chains in length), commencing by a junction with Tramway No. 26, at its termination as above described, thence passing in a westerly direction along East-street into and terminating in High-street opposite the north-east corner of the Cinque Ports Arms.

The said Tramways Nos. 22, 23, 24, 25, 26 and 27 will be wholly situate in the parishes of Newington and of St. Leonard, Hythe.

At the following places it is proposed to lay down the tramways, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-path on the sides of the streets or roads hereinafter mentioned, and the nearest rail of the tramway (that is to say):—

Tramway No. 15. In High-street, Sandgate, on the south side thereof between Bath-place and the west end of the Coast Guard Station.

Tramway No. 26. In East-street, on the north side thereof, for a distance of about $4\frac{1}{2}$ chains from the eastern extremity of that street, and thence on the south side of that street to the termination of the said Tramway No. 26.

Tramway No. 27. In East-street, on the south side thereof from the point of commencement of Tramway No. 27 to the point of junction of High-street with East-street, and in High-street on the south side thereof from the last-mentioned point to the termination of the said tramway.

To empower the Promoters from time to time

to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, or for providing access to any stables or carriage sheds, or works of the Promoters.

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

To enable the Promoters for the purposes of the proposed tramways, to purchase by agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the Promoters to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same.

To empower the Promoters to hold and acquire patent rights in relation to tramways.

To enable the corporations, local boards, vestries, or other bodies corporate, or persons having respectively the duty of directing the repairs, or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To empower the Promoters, or the mayor, aldermen, and the burgesses of the borough of Folkestone, to make the following work, that is to say:—

An alteration in the parish of Folkestone aforesaid of the levels of the Sandgate-road and Darnley-road from the road leading to Ingles Farm to the western end of the Darnley-road.

To enable the Promoters, and the said mayor, aldermen, and burgesses, and the Right Honourable the Earl of Radnor, or any two of them, to enter into and carry into effect, agreements with respect to the alteration of the levels of the said Sandgate and Darnley-roads, and of any other roads, public or private, belonging to them, and also with reference to the laying down and maintaining tramways on any private roads, now or hereafter belonging to the said Earl.

To vary and extinguish all rights and privileges which would interfere with the objects of the Provisional Order, and to confer other rights and privileges.

To amend or repeal so far as may be necessary or expedient for any of the purposes of the Provisional Order, the provisions or some of the provisions of the Tramways Act, 1870.

On or before the 29th day of November, 1879, plans and sections of the proposed tramways and works, and a copy of this advertisement will be deposited at the office of the Board of Trade, London; and for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone; with the Town Clerks of Folkestone and Hythe, and the Clerk of the Local

Board of Sandgate, at their respective offices; and on or before the same day a copy of so much of the said plans and sections as relates to each parish and extra-parochial place in or through which the tramways are proposed to be laid will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 23rd of December, 1879, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained on application at the office of Messrs. Hanly and Carlisle, Parliamentary Agents, 22, Abingdon-street, Westminster, at the price of one shilling for each copy.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade on or before the 1st January, 1880, and copies of such representation or objections must at the same time be sent to the Promoters, at the under-mentioned offices of their agents, and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy of the same has been so sent.

Dated this 19th day of November, 1879.

Hanly and Carlisle, 22, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1880.

Alford and Sutton Tramways.

(Incorporation of Company; Construction of Tramways from Alford to Sutton-le-Marsh; Provisions as to Gauge; Purchase of Lands by Compulsion and Agreement; Levying of Tolls; Provisions as to Repair and User of Roads; Agreements with Local Authorities; Provision as to use of Steam or other Mechanical Power; other Powers).

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

To incorporate a Company (hereinafter referred to as "the Company"), and to authorise the Company to make and maintain the following tramways, or some or one of them, or some part or parts thereof respectively, together with all necessary and proper works and conveniences connected therewith, to be wholly situate in the parts of Lindsey, in the county of Lincoln, that is to say:—

Tramway No. 1.—A tramway wholly situate in the parish of Alford, commencing in the road leading from the railway station to the town of Alford, at a point 2 chains or thereabouts north-eastward of the point where the Great Northern Railway crosses the said road on the level, passing thence along that road into and along High-street, Alford, and thence passing by the churchyard into and along the main road leading to Louth, and terminating in that road at the point of junction of the road leading to Bilsby with the said main road leading to Louth.

Tramway No. 1A.—A tramway wholly situate in the said parish of Alford, commencing by a junction with Tramway No. 1, at its point of commencement as above described, and

terminating in the railway station-yard at Alford, at a point 20 yards or thereabouts south-eastward of the entrance door of the station building.

Tramway No. 2.—A tramway commencing in the said parish of Alford, by a junction with Tramway No. 1 at the termination thereof, as above described, passing thence into and along the main road leading through the villages of Bilsby, Markby, and Hannah-cum-Hagnaby to Sutton-le-Marsh, and terminating in that road at Sutton-le-Marsh, in the parish of Sutton-le-Marsh, at a point opposite to the flagstaff at the inn known as the Jolly Bacchus, which said intended Tramway No. 2 will be made or pass from, through, or into the parishes, extra-parochial or other places following, or some of them, that is to say:—Alford, Bilsby with Thurlby, Markby, Hannah-cum-Hagnaby, and Sutton-le-Marsh.

Tramways or passing places, commencing and terminating respectively by junctions with Tramway No. 1, their respective points of commencement and termination being as follows:—

Tramway No. 3.—A tramway or passing place wholly situate in the parish of Alford, commencing and terminating at points respectively 1 chain and 3 chains from the commencement of Tramway No. 1.

Tramway No. 4.—A tramway or passing place wholly situate in the parish of Alford, commencing in the High-street, Alford, at a point opposite the easternmost corner of the Post Office, and terminating at a point 16 chains north-east from its point of commencement.

Tramways or passing places commencing and terminating respectively by junctions with Tramway No. 2, their respective points of commencement and termination being as follows:—

Tramway No. 5.—A tramway or passing place wholly situate in the parish of Bilsby with Thurlby, commencing and terminating at points respectively 1 chain and a-half or thereabouts north-westward, and 6 chains and a-half or thereabouts south-eastward of the north-east corner of Bilsby Church.

Tramway No. 6.—A tramway or passing place wholly situate in the parish of Bilsby with Thurlby, commencing and terminating at points respectively 2 chains north-westward and 20 chains north-eastward of the north corner of the Three Tuns Inn.

Tramway No. 7.—A tramway or passing place commencing in the parish of Bilsby with Thurlby, and terminating in the parish of Markby, at points respectively 26 and 38 chains north-eastward of the entrance gates of the Furze Hill Farm.

Tramway No. 8.—A tramway or passing place wholly situate in the parish of Markby, commencing and terminating at points respectively 9 and 13 chains to the eastward of the Wesleyan Chapel at Markby.

Tramway No. 9.—A tramway or passing place wholly situate in the parish of Hannah-cum-Hagnaby, commencing and terminating at points respectively 3 chains southward and 4 chains northward of the north-westernmost corner of the Pleece Inn.

Tramway No. 10.—A tramway or passing place wholly situate in the parish of Sutton-le-Marsh, commencing and terminating at points respectively 2 chains south-westward and 2 chains north-eastward of the point of

junction of the road leading to Thorpe, with the said main road leading from Hannah-cum-Hagnaby to Sutton.

Tramway No. 11.—A tramway or passing place wholly situate in the parish of Sutton-le-Marsh, commencing and terminating at points respectively 3 chains and 1 chain from the termination of Tramway No. 2 as above described.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 2 feet 6 inches, and to consist of a single pair of rails.

In the following instances the tramways will be laid along the roads hereinafter mentioned, so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the said roads hereinafter mentioned and the nearest rail of the tramway.

In the road leading from the railway station to the town of Alford, on both sides thereof, between the points of commencement and termination of Tramway No. 3.

In the road leading from Alford to Louth, on both sides thereof, between the points of commencement and termination of Tramway No. 4.

In the main road described in Tramway No. 2, on both sides thereof, between the points of commencement and termination of Tramways Nos. 5, 6, 7, 8, 9, and 10 respectively.

To authorise the Company from time to time to enter upon, open, and break up the surface of, and to alter, widen, improve, divert, and stop up, remove, and otherwise interfere with streets, turnpike roads, lanes, highways, public roads, ways, footpaths, railways, rivers, canals, towing-paths, streams, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes, townships, extra-parochial and other places aforesaid, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for the other purposes of the Bill.

To enable the Company for the purposes of the proposed tramways and works, or of the Bill, to purchase or acquire, by compulsion or agreement, or to take easements over lands and houses, and to erect and hold offices, buildings, and other conveniences on any such lands.

To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways and works by carriages passing along the same, and for the conveyance of passenger, goods, mineral, or other traffic upon the same, and to confer exemptions from the payment of such tolls, rates, and duties.

To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways and works may be laid, and to exempt the Company from the payment of the whole, or some part, of any highway or other rate or assessment in respect of any portion, or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

To provide for and regulate the user by the Company for the purposes of the Bill of any paving, metalling, or road materials 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.

To reserve to the Company the exclusive right

of using on the proposed tramways and works carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways and works by persons or Corporations other than the Company with carriages, with flange wheels or other wheels specially or particularly adapted to run on an edge rail, or on a grooved rail, and to authorise and give effect to agreements between the Company and any other persons or Corporations for the use of the said tramways and works with such carriages, and to confer all necessary powers in that behalf on all such persons or Corporations.

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

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

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

To enable the Company and any local or other authority, or other the persons having respectively the duty of directing the repairs or the control or management of the said roads, to enter into contracts or agreements with respect to the widening and improving of the said roads, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereinafter made, for any of the purposes in this notice above mentioned.

To authorise the Company from time to time, on such terms and conditions and subject to such restrictions (if any) as may be prescribed by the Bill, to work all or any of the proposed tramways by animal or by steam or other mechanical power.

The Bill will vary or extinguish all rights and

privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that on or before the 29th day of November instant, plans and sections of the proposed tramways and works, together with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office at Lincoln, in that county, and that on or before the same day a copy of so much of such plans, sections, and book of reference respectively as relates to each parish or extra-parochial place from, in, through, or into which the proposed tramways and works will be made or pass, or in which any lands to be taken under the powers of the Bill are situate, will be deposited in the case of each such parish with the parish clerk thereof, at his residence; and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 13th day of November, 1879.

William Toogood, 16, Parliament-street, Westminster; Solicitor for the Bill.

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

In Parliament.—Session 1880.

Harrow and District Railway.

(Incorporation of Company; Construction of Railways from the Great Western and Metropolitan District Railways at Ealing to Harrow, and to join the Kingsbury and Harrow Railway; Purchase of Lands; Tolls; Running Powers and Facilities over Railways of, Agreements with, and other Provisions affecting the Great Western, Metropolitan, Metropolitan and St. John's Wood, and Metropolitan District Railway Companies; Amendment of Acts.)

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

1. To incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, in the county of Middlesex, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

(1) A Railway (No. 1) wholly in the parish of Ealing, commencing by a junction with the Ealing Extension of the Metropolitan District Railway, at or about 29½ chains from the termination of the said railway, in the parish of Ealing, and terminating about 30 yards to the northward of the northern fence of the Great Western Railway, and about 350 yards to the westward of the bridge carrying the road leading from Castlebar-hill to the Broadway, Ealing, known as Spring-road, over that railway.

(2) A Railway (No. 2) wholly in the parish of Ealing, commencing by a junction with the Great Western Railway at or near the point at which the aforesaid Spring-road crosses that railway and terminating at the

same point as the Railway No. 1 proposed to be authorised by the Bill.

(3) A Railway (No. 3) commencing in the parish of Ealing by a junction with Railways Nos. 1 and 2 proposed to be authorised by the Bill at their common termination as above described; and terminating in the parish of Harrow-on-the-Hill, at a point 100 yards or thereabouts, measured in a south-easterly direction from and at right angles to a point in the south-eastern fence of the road leading from Northolt to Harrow, which point is 220 yards measured in a south-westerly direction along the said road from the public-house known as "The Three Horse Shoes," immediately south-west of Harrow-on-the-Hill, which said intended Railway No. 3 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:—Ealing, Hanwell, Greenford, Northolt, and Harrow-on-the-Hill.

(4) A Railway (No. 4) wholly in the parish of Harrow-on-the-Hill, commencing by a junction with the intended Railway No. 3, at or near its termination, as above described, and terminating on the south side of the public road known as London-hill, at a point about 90 yards in an easterly direction from the junction of that road with the two roads known as Middle-road and Lower-road.

(5) A Railway (No. 5) wholly in the parish of Harrow-on-the-Hill, commencing by a junction with the intended Railway No. 3, at or near its termination as above described, and terminating by a junction with the railway authorised by the Kingsbury and Harrow Railway Act, 1874, at or near the point marked upon the plans deposited for and referred to in that Act, and indicating the distance of 4 miles and 2 furlongs from the authorised commencement of that Railway.

It is intended for the purposes of the intended railways, or some of them, to take part of certain lands being, or reputed to be, common or commonable lands, in the parish of Ealing, known as "Haven Green," and it is estimated that of these lands the quantity taken will be $1\frac{1}{2}$ acres or thereabouts.

2. To authorise the Company to deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streets, 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.

4. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, for the purposes of the intended railways and works, and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments so purchased or taken.

5. To enable the Company to levy tolls, rates and duties upon or in respect of the intended,

railway and works, and upon the railways and portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use, as hereinafter mentioned, and to alter the tolls, rates, and duties now authorised to be taken thereon, or in respect thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

6. To empower the Company, and any Company or persons for the time being working or using the railways of the Company, or any part thereof, 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 their traffic of every description, the railways or portions of railway hereinafter mentioned, that is to say:

(a) The Great Western Railway from the intended junction therewith of the Railway No. 2 proposed to be authorised by the Bill to the Ealing Station of the Great Western Railway Company, together with that station.

(b) The authorised Kingsbury and Harrow Railway, from the junction therewith of the intended Railway No. 5 to any station on that railway, made or to be hereafter made, together with that junction.

(c) The Railway No. 1, authorised by the Act of 1877, from the intended junction therewith of Railway No. 1 proposed to be authorised by the Bill to the authorised termination of the said authorised Railway No. 1, together with any station or stations to be erected thereon.

And all other stations, roads, platforms, points, signals, water, engine sheds, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways or portions of railways and stations.

7. To require and compel the Great Western Railway Company and the Metropolitan Railway Company, and the last-mentioned Company and the Metropolitan and St. John's Wood Railway Company as joint owners, or that one of them for the time being the owner of the Kingsbury and Harrow Railway, and the Metropolitan District Railway Company, and each and every of such 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 Regulation of Railways Act, 1873"), to or from or over the whole or any part of the railways respectively belonging to them jointly or severally, or under their respective management or control, from or to the railways of the Company, or any of them, or any part or parts thereof respectively, 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 said Companies are now respectively authorised to receive and take upon their respective railways or the railways so under their management or control, and to confer, vary, or extinguish exemptions therefrom.

8. To empower the Company on the one hand, and the Great Western Railway Company, the Metropolitan Railway Company, the

Metropolitan and St. John's Wood Railway Company, and the Metropolitan District Railway Company, or any one or more of them on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, or any or either of them, of their respective railways and works, or any part or parts thereof respectively, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from, or destined for the railways of the 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 vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

10. And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say:—5 and 6 William IV, cap. 107, and all other Acts relating to the Great Western Railway Company; 17 and 18 Vict., cap. 221, and all other Acts relating to the Metropolitan Railway Company; 27 and 28 Vict., cap. 303, and all other Acts relating to the Metropolitan and St. John's Wood Railway Company; the Kingsbury and Harrow Railway Act, 1874; and 27 and 28 Vict., cap. 322, and all other Acts relating to the Metropolitan District Railway Company.

11. And notice is hereby also given, that on or before the 30th day of November instant plans and sections of the works proposed to be authorised by the Bill, showing the situations and levels thereof, 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 Middlesex, at his office, at the Sessions House, Broad Sanctuary, Westminster, 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 in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1879.

No. 24787.

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Board of Trade—Session 1880.

Cardiff District and Penarth Harbour Tramway. (Construction of a Tramway from the east end of Clifton-street, Roath, Cardiff, at or near the intersecting point of the centres of Clifton-street and Pearl-street, thence passing along Tin-street, Constellation-street, Moira-crescent, Moira-place West into Adam-street, passing under the bridges of the Rhymney Railway and Taff Vale Railway, over the Feeder Bridge, along Bute-terrace, crossing Bute-street and the lines belonging to the Provincial Tramway Company situate therein, thence through Custom House-street, crossing the Glamorganshire Canal Bridge and the south end of St. Mary-street, into the Penarth-road entrance, thence under the Great Western Railway Bridge, along the Penarth-road, crossing the bridge over the River Taff, thence along Penarth-road and through Clive-street to the extreme southern end thereof where the intended Tramway will terminate; Arrangements with existing Tramway Companies, Railway Companies, and Canal Companies; Use of Horse, Steam, Mechanical, or other power.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order under the provisions of "The Tramways Act, 1870," for the following or some of the following among other purposes (that is to say):—

To authorize the promoter to construct and maintain the Tramway and passing places herein-after described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith or incidental thereto (that is to say):—

A tramway commencing at the east end of Clifton-street, at or near the intersecting point of the centres of Clifton-street and Pearl-street, thence passing along Tin-street, Constellation-street, Moira-crescent, Moira-place West into Adam-street, passing under the bridges of the Rhymney Railway and Taff Vale Railway over the Feeder Bridge, along Bute-terrace, crossing Bute-street, and the lines belonging to the Provincial Tramway Company situate therein, thence through Custom House-street, crossing the Glamorganshire Canal Bridge and the south end of St. Mary-street into the Penarth-road entrance, thence under the Great Western Railway Bridge along the Penarth-road, crossing the bridge over the River Taff, thence along Penarth-road and through Clive-street to the extreme southern end thereof, where the tramway will terminate.

The said intended tramway will be situate wholly or in part in the following townships or parishes, namely, Roath, St. John the Baptist, and St. Mary, Cardiff, and in the district of Canton and Grangetown, in the parish of Llandaff, or some or all of them, all in the county of Glamorgan.

The said tramway will, except at the passing places aforesaid, consist of a single pair of rails, and be laid along the centre of the streets.

The gauge throughout will be 4 feet 8½ inches.

It is proposed to lay the tramway so that for a distance of 30 feet and upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on both sides of the road and the nearest rail of the tramway at the following places, namely:—

At the Passing Place No. 1 in Tin-street, and from Pellett-street in Adam-street under the Taff Vale Railway, and over the Feeder Bridge to Love-lane in Bute-terrace.

The said Tramway will be provided with sidings or passing places in the following positions, namely:—

Passing Place No. 1. Commencing in Tin-street $\frac{1}{2}$ -chain westward from the commencement of the tramway and extending in a westerly direction for a length of $1\frac{1}{2}$ chain.

No. 2. Commencing in Moira-crescent 4 chains westward of the mark denoting 2 furlongs on the plan of the tramway to be deposited as herein-after mentioned, and extending in a north-westerly direction for a length of $1\frac{1}{2}$ chain.

No. 3. Commencing in Adam-street 3 chains westward of the mark denoting 5 furlongs on the said plan, and extending in a westerly direction for a length of $1\frac{1}{2}$ chain.

No. 4. Commencing in Bute-terrace, 3 chains westward of the mark denoting 7 furlongs on the said plan, and extending in a westerly direction for a length of $1\frac{1}{2}$ chain.

No. 5. Commencing in Penarth-road, 3 chains south-westward of the mark denoting 1 mile 3 furlongs on the said plan, and extending in a south-westerly direction for a length of $1\frac{1}{2}$ chain.

No. 6. Commencing in Penarth-road $5\frac{1}{2}$ chains south-westward of the mark denoting 1 mile 5 furlongs on the said plan, and extending in a south-westerly direction for a length of $1\frac{1}{2}$ chain.

No. 7. Commencing in Clive-street $7\frac{1}{2}$ chains south of the mark denoting 1 mile 7 furlongs on the said plan, and extending in a southerly direction for a length of $1\frac{1}{2}$ chain.

No. 8. Commencing in Clive-street 2 chains northward of the termination of the tramway, and extending in a southerly direction for a length of $1\frac{1}{2}$ chain.

The total length of the tramway will be 2 miles 3 furlongs 1.85 chains. The total length of the double portions respectively of such tramway will be 12 chains, viz.: 8 passing places as hereinbefore described of $1\frac{1}{2}$ chain each.

The total length of the single portion of the said tramway will be 2 miles 1 furlong 9.85 chains.

The 1st single portion commences at the commencement of the tramway in Tin-street, and extends for $\frac{1}{2}$ chain to the commencement of the first passing place, where it terminates.

The 2nd portion commences at the termination of the first passing place in Tin-street, and passes along Tin-street and Constellation-street to the commencement of the 2nd passing place in Moira-crescent, where it terminates.

The 3rd portion commences at the termination of the 2nd passing place in Moira-crescent, and passes from Moira-crescent along Moira-place West, and Adam-street, under the bridge of the Rhymney Railway, and along Adam-street to the commencement of the 3rd passing place, where it terminates.

The 4th portion commences at the termination of the 3rd passing place in Adam-street aforesaid, and passes along Adam-street under the bridge of the Taff Vale Railway over the Feeder-bridge, along Bute-terrace to the commencement of the 4th passing place, where it terminates.

The 5th portion commences at the termination of the 4th passing place in Bute-terrace, and thence passes along Bute-terrace crossing Bute-street and the lines of the Provincial Tramway Company, thence along Custom House-street crossing the Glamorganshire canal bridge, and the south end of St. Mary-street into the Penarth-road entrance, thence under the Great Western Railway bridge and along the Penarth-road to the commencement of the 5th passing place, where it terminates.

The 6th portion commences at the termination of the 5th passing place in Penarth-road, and thence passes along Penarth-road, crossing the bridge over the River Taff to the commencement of the 6th passing place, where it terminates.

The 7th portion commences at the termination of the 6th passing place in Penarth-road, and passes along the Penarth-road to Clive-street, and passes along Clive-street to the commencement of the 7th passing place, where it terminates.

The 8th portion commences at the termination of the 7th passing place in Clive-street, and passes along Clive-street to the commencement of the 8th passing place, where it terminates.

The 9th portion commences at the termination of the 8th passing place in Clive-street, and thence passes along Clive-street to the end of the tramway.

General powers will be applied for in the said Order to authorize the use on the said tramway of carriages and engines propelled by steam or other mechanical power, and so far as may be necessary for that purpose to alter, amend, or extend all or some of the provisions of the following Acts, that is to say, the Tramways Act, 1870, the Locomotive Act, 1861, and the Locomotives Act, 1865.

To lay down, make, and maintain from time to time such junctions, curves, crossings, turnouts, and other works as the promoter may find necessary for the due and satisfactory working of the tramway, or for connecting the tramway with his own yards and stables, or for facilitating the traffic of the streets in which the same is laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts, and other works as may be prescribed in the Order.

To enable the promoter when, by reason of the exercise of any works in, or the alteration of, any street, road, or other thoroughfare through or along which any tramway belonging to the promoter is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such tramways, or any part thereof, from time to time to make and lay down in the same, or any adjacent or convenient street, road, or other thoroughfare in any of the aforesaid boroughs, parishes, townships, and extra-parochial or other places, and to maintain, so long as occasion may require, a temporary tramway in lieu of the tramway or tramways, or part of the tramway or tramways so required to be removed, altered, or discontinued to be used when found expedient so to do.

To enable the promoter for all or any of the purposes of his undertaking, to purchase or acquire by agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To empower the promoter to enter upon, break up, and use, and to alter, divert, remove and interfere, either temporarily or permanently, with streets, roads, and other thoroughfares, ways, footpaths, rivers, watercourses, sewers, drains, pavements, gas and other pipes, and electric telegraph pipes, tubes, and apparatus within all or any of the boroughs, parishes, townships, and extra-parochial or other places hereinbefore mentioned, for constructing, repairing, removing, renewing, altering, or reinstating the intended tramway and works, or of substituting others in their place, or for other purposes of the Order.

To enable the promoter to levy, demand, and receive tolls, rates, and charges for the use of the said intended tramway by carriages passing along the same, and for the conveyance of passengers and other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To confer upon the promoter all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects

of the Order, and to vary and extinguish all existing powers and privileges which would in any manner impede or interfere with any of such objects.

And notice is hereby further given, that on or before the 29th day of November instant a copy of this notice, as published in the London Gazette, and a plan and section of the intended tramway, will be deposited for public inspection as follows (that is to say) in the Private Bill Office in the House of Commons; in the office of the clerk of the peace for the county of Glamorgan, at Bridgend; in the town clerk's office for the borough of Cardiff; and with the parish clerks of the respective parishes of Roath, St. John the Baptist, St. Mary's Cardiff, and for the districts of Canton and Grange-town, in the parish of Llandaff, at their several places of abode, and copies of the documents aforesaid will be deposited with the Board of Trade at their office in Whitehall.

On or before the 23rd day of December next, printed copies of the Draft Provisional Order will be deposited at the offices of the Board of Trade as aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the offices of Messrs. Morgan and Scott, 18, High-street, Cardiff, in the county of Glamorgan, and of Messrs. Porter and Sullivan, of 4, Victoria-street, in the city of Westminster, on payment of one shilling for each copy.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before such Board any objections respecting this application, may do so by a letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at their office in Whitehall, on or before the 1st day of January next ensuing, and at the same time copies of their objections must be sent to Messrs. Morgan and Scott, 18, High-street, Cardiff. Solicitors for the promoter, and in forwarding to the Board of Trade such objections the objectors or their agents must state that a copy of the same has been sent to the promoter or his agent.

When the Provisional Order has been granted by the Board of Trade, such Order will be advertised in this paper, and printed copies thereof will be deposited for public inspection in the office of the Clerk of the Peace for the county of Glamorgan, at Bridgend, and the office of the town clerk for the borough of Cardiff, at Cardiff, and copies will be supplied to all persons applying for the same at the offices of Messrs. Morgan and Scott, of 18, High-street, Cardiff.

Dated this 21st day of November, 1879.

Morgan and Scott, 18, High-street, Cardiff,
Solicitors for the Order.

Porter and Sullivan, 4, Victoria-street,
Westminster, London Agents.

Board of Trade.—Session 1880.

Dudley, Sedgley, and Wolverhampton Tramways. (Construction of Tramways between Dudley and Wolverhampton; Compulsory User, &c., of Streets; Tolls; Use of Steam or Mechanical Power.)

APPPLICATION is intended to be made to the Board of Trade for a Provisional Order under "The Tramways Act, 1870," for the purpose or some of the purposes following, that is to say:

To authorize a Company to be incorporated in accordance with the rules and regulations of the Board of Trade, or any other Company or corporation, person, or persons to be named in the Draft Provisional Order (hereinafter called "the Promoters"), to construct and maintain the following tramways or some or one of them, or

some part or parts thereof respectively, that is to say:

Tramway No. 1. A double line 3 chains in length, wholly situate in Wolverhampton-street, Dudley, commencing at a point opposite the north-west corner of Priory-street, and terminating at a point 0.73 chain south of the north-east corner of Parson's-street.

Tramway No. 2. A single line 9.72 chains in length, wholly situate in Wolverhampton-street, commencing by a junction with Tramway No. 1 at its termination as above described, and terminating at a point 1.25 chains east of the south-west corner of Southall's-lane.

Tramway No. 3. A double line 3 chains in length, wholly situate in Wolverhampton-street, commencing by a junction with Tramway No. 2 at its termination as above described, and terminating at a point 1.75 chains north of the northermost corner of Southall's-lane.

Tramway No. 4. A single line 1 furlong 7.45 chains in length, commencing in Wolverhampton-street by a junction with Tramway No. 3 at its termination as above described, and terminating in Snow-hill 0.82 chain south of the south-east corner of the public-house called "The Old Inn."

Tramway No. 5. A double line 3 chains in length, commencing by a junction with Tramway No. 4 at its termination as above described, thence passing in a northerly direction along Snow-hill into Salop-street, and terminating in that street at a point 0.60 chain north of the corner of Salop-street at its junction with Himley-road.

Tramway No. 6. A single line 2 furlongs 2.10 chains in length, wholly situate in Salop-street, commencing by a junction with Tramway No. 5 at its termination as above described, and terminating at a point opposite the north corner of the cottage next adjacent to the public-house called the "Struggling Man."

Tramway No. 7. A double line about 3 chains in length, wholly situate in Salop-street, at Shaver's End, commencing by a junction with Tramway No. 6 at its termination as above described, and terminating at a point 0.76 chain south of the north corner of the "Wren's Nest" public-house, at which point the boundary line of the parish and borough of Dudley intersects Salop-street.

Tramway No. 1A. A single line 5 furlongs 7.65 chains in length, commencing in Salop-street by a junction with Tramway No. 7 at its termination as above described, passing thence into the Dudley and Wolverhampton-road, and terminating in that road at a point 7.60 chains or thereabouts from the south corner of Eve-lane leading to Coseley, at the commencement of Upper Gornal.

Tramway No. 2A. A double line 3 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 1A at its termination as above described, and terminating at a point 4.60 chains from the south corner of the said Eve-lane leading to Coseley.

Tramway No. 3A. A single line 3 furlongs 9.77 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 2A at its termination, as above described, and terminating 1.30 chains from the south corner of the "Jolly Crispin Inn," in Upper Gornal.

Tramway No. 4A. A double line 3 chains in

length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 3A at its termination, as above described, and terminating at a point 1·70 chains northwards from the south-east corner of the "Jolly Crispin Inn," in Upper Gornal.

Tramway No. 5A. A single line 4 furlongs 8·83 chains in length, wholly situate in the Dudley and Wolverhampton-road, between Upper Gornal and Sedgley, commencing by a junction with Tramway No. 4A at its termination, as above described, and terminating opposite the north-east corner of the "Grand Junction Inn," at the corner of the Tipton-road.

Tramway No. 6A. A double line 3 chains in length, wholly situate in the Dudley and Wolverhampton-road in Sedgley, commencing by a junction with Tramway No. 5A at its termination, as above described, and terminating at a point 3 chains north of the north-east corner of the "Grand Junction Inn."

Tramway No. 7A. A single line 1 furlong 5·77 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 6A at its termination, as above described, and terminating at a point 1·80 chains north of the north-east corner of Bilston-street.

Tramway No. 8A. A double line 3 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 7A at its termination, as above described, and terminating at a point 0·15 chain south of the south corner of the "Pig and Whistle" public-house.

Tramway No. 9A. A single line 3 furlongs 5·90 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 8A at its termination, as above described, and terminating at a point 0·60 chain from the southern corner of the Lodge or Gate-house in that road lying north of Sedgley.

Tramway No. 10A. A double line 3 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 9A at its termination, as above described, and terminating at a point 2·40 chains north from the southern corner of the said lodge.

Tramway No. 11A.—A single line 3 furlongs 7·23 chains in length or thereabouts, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 10A at its termination, as above described, and terminating at a point 14·10 chains south of the second milestone from Wolverhampton.

Tramway No. 12A. A double line 3 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 11A at its termination, as above described, and terminating at a point 11·10 chains south of the said milestone.

Tramway No. 13A. A single line 3 furlongs 7·14 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 12A at its termination, as above described, and terminating 1·60 chains south of the gate-post, at the corner of the road leading to the Old Colliery.

Tramway No. 14A. A double line 3 chains in length, wholly situate in the Dudley and

Wolverhampton-road, commencing by a junction with Tramway No. 13A at its termination, as above described, and terminating 1·40 chains north of the said gate-post.

Tramway No. 15A. A single line 2 furlongs 0·90 chain in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 14A at its termination, as above described, and terminating 3 chains south of the boundary line of the borough and parish of Wolverhampton.

Tramway No. 16A. A double line 3 chains in length, wholly situate in the Dudley and Wolverhampton-road, commencing by a junction with Tramway No. 15A at its termination as above described, and terminating at the boundary of the borough and parish of Wolverhampton at or about the centre line of the road from Bilston to Goldthorn-hill, and near to the "Fighting Cocks" public-house.

Tramway No. 1B. A single line 4 furlongs 0·26 chain in length, wholly situate in the Dudley-road, commencing by a junction with Tramway No. 16A at its termination as above described, and terminating at a point 0·91 chain north of the north corner of Sedgley-street.

Tramway No. 2B. A double line, 3 chains in length, wholly situate in the Dudley-road, commencing by a junction with Tramway No. 1B at its termination as above described, and terminating at a point 3·91 chains north of the north corner of Sedgley-street.

Tramway No. 3B. A single line 4 furlongs 3·29 chains in length, wholly situate in the Dudley-road, commencing by a junction with Tramway No. 2B at its termination as above described, and terminating at a point opposite the north corner of Temple-street.

Tramway No. 4B. A double line 3 chains in length or thereabouts, wholly situate in the Dudley-road, commencing by a junction with Tramway No. 3B at its termination as above described, and terminating at a point 3 chains north of the north corner of Temple-street, and nearly opposite to the entrance of the Agricultural Hall.

The hereinbefore described tramways will pass from, through, or into, or be situated in the parishes, townships, and extra-parochial places of Dudley and Shavers-end, or one of them, in the county of Worcester (detached), and Upper Gornal, Sedgley, Coseley, Fighting Cocks, and Wolverhampton, or some of them, in the county of Stafford.

At the following places it is proposed to lay down the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the foot-path on both sides of the streets or roads hereinafter mentioned and the nearest rail of the tramway, that is to say:—

Tramway No. 2. In Wolverhampton-street for a distance of 3·08 chains, between points respectively 2·57 chains north of the northerly corner of Parsons-street and 0·40 chain south of the north corner of Trinity-road.

Tramway No. 3. In Wolverhampton-street for the entire length of that tramway.

Tramway No. 4. In Wolverhampton-street, between its commencement and a point 1·87 chains south of south corner of alley called The Belper.

Tramway No. 1A. In Dudley and Wolverhampton-road for a distance of 5·50 chains,

- between points respectively 37.50 chains and 43.00 chains from its commencement.
- Tramway No. 3A. In Dudley and Wolverhampton-road for a distance of 12.92 chains, between points respectively 12.25 chains and 25.17 chains from its commencement.
- Tramway No. 3A. In Dudley and Wolverhampton-road for a distance of 8.90 chains between points respectively 31.12 chains and 40.02 chains from its commencement.
- Tramway No. 4A. In Dudley and Wolverhampton-road for a distance of .65 chain from its commencement.
- Tramway No. 5A. In Dudley and Wolverhampton-road for a distance of 14 chains between points respectively 5.00 chains (being north corner of lane leading to Cotwall-end) and 19.00 chains from its commencement.
- Tramway No. 5A. In Dudley and Wolverhampton-road, for a distance of 1.50 chains between points respectively 24.70 chains and 26.20 chains from its commencement.
- Tramway No. 5A. In Dudley and Wolverhampton-road for a distance of 3.20 chains between points respectively 45.53 chains and 48.73 chains from its commencement, terminating at 1.30 chains south of the southern corner of Gate-street.
- Tramway No. 7A. In Dudley and Wolverhampton-road for a distance of 1.80 chains between Bilston-street, and its termination.
- Tramway No. 8A. In Dudley and Wolverhampton-road for a distance of 3.00 chains between points respectively 1.80 chains north of northerly corner of Bilston-street and .10 chain south of southerly corner of "Pig and Whistle" public-house.
- Tramway No. 9A. In Dudley and Wolverhampton-road for a distance of 4.55 chains between points respectively .10 chain south of southerly corner of "Pig and Whistle," and 2.10 chains south of southerly corner of the "Crown" public-house.
- Tramway No. 9A. In Dudley and Wolverhampton-road for a distance of 9.90 chains between points respectively 3.00 chains south of entrance to Gibbon's-farm, and .60 chain south of southerly corner of lodge facing road.
- Tramway No. 10A. In Dudley and Wolverhampton-road for a distance of 3.00 chains between points respectively .60 chain south of southerly corner of lodge, and 2.40 chains north from same.
- Tramway No. 11A. In Dudley and Wolverhampton-road for a distance of 14.50 chains between points respectively 5.13 south of occupation-road, on west side of road, and 9.37 chains north of same.
- Tramway No. 13A. In Dudley and Wolverhampton-road for a distance of 9.90 chains between points respectively 9.30 chains south of second milestone from Wolverhampton, and 0.60 chain north of same.
- Tramway No. 13A. In Dudley and Wolverhampton-road for a distance of 12.85 chains between points respectively 1.99 chains north of second milestone from Wolverhampton, and 14.75 chains north of same.
- Tramway No. 1B. In Dudley-road for a distance of 4.90 chains between points respectively 2.10 chains north of parish boundary between Sedgley and Wolverhampton, at junction of Bilston-road, and 7.00 chains north of the same.
- Tramway No. 3B. In Dudley-road for a distance of 4.10 chains between points respec-

tively 0.30 chain north of northerly corner of Derry-street, and 4.40 chains north of same.

Tramway No. 5B. In Dudley-road for a distance of 13.86 chains between points respectively 1.82 chains north of northerly corner of Cartwright-street, and corner of house at junction with Green-lane.

Tramway No. 3B. In Dudley-road for a distance of 4.10 chains between points respectively 0.90 chain north of corner of house at junction of Green-lane, and 0.90 chain north of north corner of Church-lane.

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

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

To enable the promoters for the purposes of the proposed tramways to purchase by agreement or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

To enable the promoters to levy tolls, rates and charges for the use of the proposed tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same.

To empower the promoters to hold and acquire patent rights in relation to tramways.

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

To enable the Local Boards, Vestries, or other bodies corporate or persons having respectively the duty of directing the repairs or the control and management of the said streets, roads, and places respectively, to enter into contracts and agreements with respect to the laying down, maintaining, renewing, repairing, working and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith; and for facilitating the passage of carriages and traffic over and along the same.

To vary and extinguish all rights and privileges which would interfere with the objects of the Provisional Order, and to confer other rights and privileges.

To amend or repeal, so far as may be necessary or expedient for any of the purposes of the Provisional Order, the provisions or some of the provisions of the Tramways Act, 1870.

On or before the 29th day of November, 1879, plans and sections of the proposed tramways and works, and a copy of this advertisement, will be deposited at the office of the Board of

Trade, London, and for public inspection with the Clerk of the Peace for the county of Worcester at his office at Bewdley, with the Clerk of the Peace for the county of Stafford at his office at Stafford, with the Town Clerks of Dudley and Wolverhampton, and with the Clerks to the Local Boards of Coseley and Sedgley at their respective offices; and on or before the same day a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial places in or through which the tramways are proposed to be laid, will be deposited in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the draft Provisional Order will be deposited at the Board of Trade on or before the 23rd of December, 1879; and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, may be obtained on application at the office of Messrs. Hanly and Carlisle, Parliamentary Agents, 22, Abingdon-street, Westminster, at the price of 1s. for each copy.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 1st of January, 1880; and copies of such representations or objections must at the same time be sent to the promoters, and in forwarding to the Board of Trade such objections, the objectors or their agent should state that a copy of the same has been sent to the promoters or their agents.

Dated this 20th day of November, 1879.

H. C. Barker, 8, Union-court, Old Broad-street, London, E.C., Solicitor for the Provisional Order.

Hanly and Carlisle, 22, Abingdon-street, Westminster, Parliamentary Agents.

Board of Trade.—Session 1880.

Carlisle and District Tramways.

(Construction of Street Tramways in the City of Carlisle and the District, Use of Steam, or other Mechanical Power; Alteration of Gauge; Power to Use Carriages Extending more than 11 Inches from the Outer Edge of the Wheels, Breaking Up Streets and Compulsory User thereof, Levying of Tolls, &c.; Agreements with Vestries, District Boards, &c.; Provisions for Regulation of Traffic and User of Streets Traversed; Amendment of Acts; and other Powers.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order, authorising the person or persons to be named therein, or a Company to be formed under the "Companies Act, 1862," (as the case may be) and who are in this notice hereinafter referred to as "the Promoters," to construct and maintain the street tramways described in this notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively (that is to say):—

Tramway No. 1.—Commencing at a point distant $\frac{1}{2}$ a chain or thereabouts northwards from the northern end of the bridge carrying the road leading from Stanwix to Carlisle over the River Eden, and proceeding thence into and along Eden Bridge, Rickergate, Scotch-street, English-street, Botchergate, and London-road,

and terminating in the said London-road at a point 3 chains or thereabouts north-west of the northern end of the bridge carrying the London-road over the River Petteril.

Tramway No. 1 is intended to be laid as a single line, except at the following places, where it is intended to be laid as a double line of tramway (that is to say):—

- (a.) For a distance of $1\frac{1}{2}$ chains or thereabouts from the aforesaid point of commencement.
- (b.) In Rickergate between points distant respectively $\frac{1}{2}$ a chain and $2\frac{1}{2}$ chains or thereabouts south of the south end of Eden Bridge.
- (c.) In English-street, between points distant respectively $\frac{1}{4}$ of a chain and $2\frac{1}{4}$ chains or thereabouts north of a point in the centre of English-street, opposite the north-west corner of the Cumberland Union Bank.
- (d.) In English-street and Botchergate between points distant respectively 1 chain and 3 chains or thereabouts south-east of the entrance to the Nisi Prius Court.
- (e.) In Botchergate, from opposite the northern side of Union-street for 2 chains north-westward.
- (f.) In London-road from opposite the southern side of Brook-street for 2 chains south-eastward.
- (g.) In London-road for a distance of $1\frac{1}{2}$ chains north-westward from the aforesaid point of termination.

The total length of Tramway No. 1 is 1 mile 4 furlongs 1·50 chains, consisting of 1 mile 2 furlongs 8·50 chains of single line and 1 furlong 3 chains of double line.

Tramway No. 2.—Commencing by a junction with Tramway No. 1 at a point in the open space or roadway leading from English-street to Botchergate at a point in that open space distant 1 chain or thereabouts south-eastwards from the entrance to the Nisi Prius Court, and proceeding thence into and along the Crescent, Warwick-road (Henry-street, Bolton-place, Cavendish-place, Meadow-terrace, Howard-terrace, Lismore-terrace, and Brunton-place) and terminating in Warwick-road aforesaid at the point of junction of that road with the road leading to Botcherby along Wellington-place.

Tramway No. 2 is intended to be laid as a single line, except in the following places, where it is intended to be laid as a double line of tramway (that is to say):

- (a.) In the Crescent, between points distant respectively $1\frac{1}{2}$ chains and $3\frac{1}{2}$ chains from the aforesaid point of commencement.
- (b.) In Warwick-road, between points distant respectively 2 chains and 4 chains eastward of Spencer-street.
- (c.) In Warwick-road, from the east end of Lismore-terrace for a distance of 2 chains eastward.
- (d.) In Warwick-road, between points distant respectively 2 chains and 4 chains west of the west end of Brunton-place.
- (e.) In Warwick-road, from the west end of Petteril Bridge for a distance of $2\frac{1}{2}$ chains westward.
- (f.) In Warwick-road, between points distant respectively 1 chain and 3 chains west of the road leading to Botcherby.

The total length of Tramway No. 2 is 1 mile 1 furlong 6·3 chains, consisting of 1 mile 4·5 chains of single line and 1 furlong 2 chains of double line.

Tramway No. 3.—Commencing in English-street by a junction with Tramway No. 1, at a point distant $1\frac{1}{2}$ chains or thereabouts north-west

of the south-west corner of the City and District Bank, and proceeding thence into and along English-street, Castle-street, Annetwell-street, Irish Gate Brow, Caldew Bridge, Bridge-street, Church-street, Hawick-street, York-street, Kendal-street, Shaddongate, Junction-street, Charlotte-street, Nelson Bridge, Victoria Viaduct, and terminating in English-street by a junction with Tramway No. 1 opposite the south side of Devonshire-street.

Tramway No. 3 is intended to be laid as a single line, except at the following places, where it is intended to be laid as a double line of tramway (that is to say):

- (a.) In Castle-street, between points distant respectively $\frac{1}{4}$ of a chain and $2\frac{1}{4}$ chains from the junction of Castle-street and Annetwell-street.
- (b.) In Church-street, from the west end of Bridge-street for 2 chains westward.
- (c.) In York-street and Kendal-street, from a point distant 1 chain or thereabouts southwards from the junction of York-street with Hawick-street to a point in Kendal-street distant 1 chain or thereabouts south-east from its junction with York-street.
- (d.) In Junction-street and Charlotte-street, from the junction of Milbourne-street, Junction-street, and Charlotte-street, to a point in Charlotte-street, distant 2 chains or thereabouts eastward of the said junction.
- (e.) On Victoria Viaduct, from its junction with James-street for a distance of 2 chains or thereabouts westward.

The total length of Tramway No. 3 is 1 mile 3 furlongs 7·2 chains, consisting of 1 mile 2 furlongs 7·2 chains of single line, and of 1 furlong of double line.

Tramway No. 4.—Commencing in Scotch-street by a junction with Tramway No. 1, at a point distant about $\frac{1}{2}$ a chain south of East Tower-street, and passing thence into and along West Tower-street, Peter-street, and Corporation-road, and terminating on Eden Bridge by a junction with Tramway No. 1, at a point distant $\frac{1}{4}$ of a chain or thereabouts north of the south end of the said bridge.

Tramway No. 4 is intended to be laid as a single line throughout.

The total length of Tramway No. 4 is 1 furlong 6·6 chains.

Tramway No. 5.—Commencing in Botcher-gate by a junction with Tramway No. 1, at or near a point three-quarters of a chain, or thereabouts, south-east of the south-west corner of the Crescent, and terminating by a junction with Tramway No. 2 in the Crescent, near its junction with Botcher-gate.

Tramway No. 5 is intended to be laid as a single line throughout.

The total length of Tramway No. 5 is 1·6 chains.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway (that is to say):—

Tramway No. 1.

- (1.) In the road leading from Stanwix to Carlisle, on the west side, for a distance of $1\frac{1}{4}$ chains, or thereabouts, from the commencement of the tramway.
- (2.) In Scotch-street, on both sides of the road, from East Tower-street, for a distance of $1\frac{1}{4}$ chains, or thereabouts, northwards.
- (3.) In the London-road, on both sides of the

street, from Brook-street, for a distance of 2 chains, south-east.

Tramway No. 2.

- (1.) In Warwick-road, on both sides, from the east end of Lismore-terrace, for 2 chains, or thereabouts, eastward.
- (2.) In Warwick-road, on both sides, between points distant respectively 2 chains and 4 chains, or thereabouts, west of the west end of Brunton-place.
- (3.) In Warwick-road, on both sides, from the west end of Petteril Bridge, for a distance of 2 chains, or thereabouts, westward.
- (4.) In Warwick-road, on both sides, between points distant respectively 1 chain and 3 chains, or thereabouts, west of the junction of Warwick-road and the road leading to Botcherby.

Tramway No. 3.

- (1.) In English-street and Castle-street, on both sides, from a point distant half a chain from the junction of English-street with St. Cathbert's-lane for a distance of 4 chains or thereabouts north-westward.
- (2.) In Annetwell-street, on both sides, from the junction of that street with Castle-street for a distance of $2\frac{1}{4}$ chains, or thereabouts, westward, and on the north side for the remainder of the said street.
- (3.) On the Caldew Bridge for its whole length on the north side.
- (4.) In Bridge-street on the north side from the Globe Inn westward to the west end of Bridge-street aforesaid.
- (5.) In Hawick-street, on the north-east side, throughout the whole length of that street.
- (6.) In York-street, for a distance of half a chain, or thereabouts, north of Kendal-street, on both sides; and in Kendal-street, on both sides, for a distance of 1 chain, or thereabouts, east of York-street.
- (7.) On Victoria Viaduct, on both sides, from its junction with James-street, for a distance of 2 chains, or thereabouts, south-west.

Tramway No. 4.

- (1.) In West Tower-street, on the south side, from the junction of that street with Scotch-street to the junction of West Tower-street aforesaid, with Peter-street.
- (2.) In Peter-street, on the west side, throughout the whole length of that street.

The above described tramways will pass from, in, through, or into, or be situate in the several parishes, townships, or places following, that is to say:—the parish of Stanwix, the parish of St. Mary, Carlisle, including the townships of Rickergate, St. Mary Within, and Caldewgate, and the parish of St. Cuthbert, Carlisle, including the townships of St. Cuthbert Within (otherwise English-street), St. Cuthbert Without (otherwise Botcher-gate), and Botcherby, all in the county of Cumberland, or some or one of them.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 3 feet.

It is not intended to run on the tramways carriages or trucks adapted for use on railways, and the carriages intended to be used on the said tramways will extend more than 11 inches on each side beyond the outer edge of the wheels of such carriages.

To authorise the Promoters, and all persons, Corporations, and Companies lawfully using the said tramways, to work those tramways, or some or one of them, for the purposes of traffic of every description, or for the purposes of such traffic as may be limited by the intended Order,

by means of steam or other mechanical or motive power, and subject to such conditions and restrictions as may be provided in the intended Order.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of parts 2 and 3 of "The Tramways Act, 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the Promoters the powers, or some of the powers, following (that is to say):—

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

To enable the Promoters, for all or any of the purposes of their undertaking, to purchase or acquire by agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands:

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

To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to exempt the Promoters from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways may be laid.

To provide for and regulate the user by the Promoters for the purposes of the Provisional Order of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Promoters the exclusive right of using on the proposed tramways carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

To prohibit, except by agreement with the Promoters or upon terms to be prescribed by the Provisional Order, the use of the proposed tramways by persons or corporations other than the Promoters, with carriages with flange wheels or other wheels specially and particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Promoters and any other persons or corporations for the use of the said tramways with such carriages, and to confer all necessary powers in that behalf, on all such other persons or corporations.

To make provision for regulating the passage of traffic (whether of the Promoters or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways,

and for preventing obstructions to all or any such traffic, and to enable the Promoters and the respective street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, or any local board, or other public body or authority to make bye-laws, rules and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or any of the provisions of the Provisional Order.

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

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

To enable the Promoters and any vestry, district board, trustees, or other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects and will confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the proposed street tramways and works, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 29th day of November instant, at the office of the Board of Trade; and also for public inspection with the Clerk of the Peace for the county of Cumberland, at his office, at the Courts, in the city of Carlisle, in the said county, with the Clerk of the Peace for the city of Carlisle, at his office, in the said city, and with the Town Clerk of the city of Carlisle, at his office, in the said city, and that a copy of so much of the said plans and sections as relates to each of the parishes and extra-parochial or other places, from, in, through, or into which the intended street tramways and works will be made or pass; and also a copy of this notice as published in the London Gazette, will, on or before the said 29th day of November, be deposited for public inspection, in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some immediately adjoining parish at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade, on or before the 23rd day of December

next, and printed copies of the draft Provisional Order when deposited, and of the Provisional Order when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the offices of the undersigned, Studholme Cartmell, 81, Castle-street, Carlisle.

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 on or before the 1st day of January, 1880, by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, and copies of their objections must at the same time be sent to the Promoters, at the aforesaid offices of Studholme Cartmell, 81, Castle-street, Carlisle.

Dated this 20th day of November, 1879.

Studholme Cartmell, 81, Castle-street, Carlisle, Solicitor for the intended Application.

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

Board of Trade.—Session 1880.

The Tramways Act, 1870.

Worcester Tramways.

(Construction of Street Tramways in the City of Worcester and District; User of Streets; Tolls; Agreements with Street and other Authorities, &c.)

NOTICE is hereby given, that under the authority of "The Tramways Act, 1870," application is intended to be made by us, James Carlton, of No. 8, Winchester-buildings, London, Gentleman, and George Levick, of Walbrook House, Walbrook, London, Civil Engineer, in December next, to the Board of Trade, for a Provisional Order, whereby it is proposed to obtain, in the next Session of Parliament, powers for the purposes or some or one of the purposes following, that is to say:—

1. To authorise certain persons or corporations to be named in that behalf in the said Order (which persons or corporations so to be authorised are hereinafter referred to as "the promoters") to construct and maintain the street tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.

Where in the description of any of the proposed tramways any distance is given with reference to any street which intersects or joins the streets in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and continued, would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

Tramway No. 1.—One mile one furlong and one chain, or thereabouts, in length, commencing at a point at the Cross opposite to and 23 links distant from the Central Pillar Letter Box, in front of the house called the Civet Cat, passing thence southwardly along High-street, College-street, and Sidbury, passing thence westwardly along the Bath-road to, and terminating at, a point opposite the Old Turnpike House, near the Cherry Orchard, in the said Bath-road.

And notice is hereby given, that so much of Tramway No. 1 as lies between Saint Swithin-street and Bank-street will be laid as a double line—that is to say, a single tramway will be laid

on each side of the said High-street between the above specified places; that from Bank-street aforesaid to a point in the said High-street about half a chain north of the Bull-entry, the tramway is single, and will be laid on the east side of the said High-street, and that thence to Saint Helen's Church the tramway is single, and will be made in the centre of the said street; that from a point in the said High-street, opposite Saint Helen's Church, to the said College-street, there will be a double line—that is to say, a single tramway will be laid on each side of the street from said Saint Helen's Church to said College-street, and from said College-street to the point of termination in said Bath-road the tramway will be single, and will be made in the centre of street or road.

Tramway No. 2.—Single line, one mile one furlong nine and a half chains, or thereabouts, in length, commencing opposite the central Pillar Letter Box, at the Cross aforesaid, passing thence westwards, along Broad-street, Bridge-street, over the bridge across the Severn, along the New-road, through the village of Saint John's, along the Malvern-road, to its junction with Pitmaston-road, thence northwardly, along the said Pitmaston-road, through School-lane or road, into the Bransford-road, to the point of junction of Tramway No. 3.

And notice is hereby given, that from the point of the junction of the said Broad-street and the Cross to a point in the said Broad-street, opposite Black Friars Entry, the tramway will be laid on the south side of said Broad-street; that from the last-named point to the Worcester Bridge the tramway will be made in the centre of the street; that over the said bridge the tramway will be made on the south side of the bridge; and that from the west side of the said bridge to the point of termination of the said tramway, at the junction in the Bransford-road of Tramway No. 3, the tramway will be laid in the centre of the street or road.

Tramway No. 3.—Single line, three furlongs and four chains or thereabouts in length, commencing at a junction with Tramway No. 2, in front of the old turnpike-road toll-house at St. John's-green, passing thence north-westwardly along the Bransford-road to the junction with said Tramway No. 2, thence passing along the same road to and terminating at a point in such road opposite to an inn there, called the Portobello Inn.

Tramway No. 4.—Single line, one mile seven furlongs three chains, or thereabouts, in length, commencing at the said point opposite to the said Central Pillar Letter Box at the Cross aforesaid, passing thence northwards along the Cross to Saint Nicholas-street, thence proceeding eastwards along Saint Nicholas-street aforesaid and Lowesmoor, thence south-eastwards over the bridge on the canal, along the New-road leading to Shrub-hill Station, thence along the West Midland New-road, along Wyld's-lane into the London-road, thence turning northwards and passing along the said London-road towards Worcester into Sidbury, and terminating at the Bath-road at a junction there with Tramway No. 1.

Tramway No. 5.—Single line, seven furlongs or thereabouts in length, commencing at the junction at the Cross aforesaid, with Tramway No. 4, proceeding thence in a northerly direction along the Foregate, Foregate-street, the tything of Whiston

and Parbourne, to and terminating at a point of the old Worcester and Droitwich turnpike road, opposite an inn there, called the Swan Inn.

And notice is hereby given, that from the said point of junction at the said Cross, to the place where the said Foregate-street is joined by Sansome-street, the tramway will be laid on the east side of the said Foregate, and that from Sansome-street throughout the remainder of the said route to the terminus at Barbourne aforesaid, the tramway will be laid in the centre of the street or road.

Tramway No. 6.—Single line, three furlongs and four chains in length, commencing at a junction with Tramway No. 4, at a point in Lowesmoor aforesaid, opposite to Silver-street, proceeding thence in a southerly direction along the said Silver-street through the Corn-market, along New-street and Friar-street and terminating at a junction with Tramway No. 1, at a point between College-street and Sidbury aforesaid.

And notice is hereby given, that from the said last-named point of junction to the Corn-market the tramway will be laid on the westerly side of Silver-street, and through the Corn-market the tramway will be laid as nearly as possible in the middle of the street, and from the point where the Corn-market joins New-street aforesaid to the point of junction with Tramway No. 2, the line will be laid on the easterly side of the street.

Tramway No. 7.—Single line fourteen chains or thereabouts in length, commencing at a junction with Tramway No. 2 at a point at the Cross aforesaid, opposite to Saint Nicholas-street aforesaid, proceeding thence in a westerly direction along Angel-street, northwards past the Old Sheep Market, and turning thence westwardly along Shaw-street into Foregate-street, and forming there a junction with said Tramway No. 5.

And notice is hereby given that from Angel-street along the Sheep Market the tramway will be on the east side of the street, and that along Shaw-street the tramway will be on the south side of the street to the point of junction with Tramway No. 5.

Tramway No. 8.—Single line, nine chains or thereabouts in length, commencing at a point in Foregate-street, opposite to Sansome-street, at a junction there with Tramway No. 2, and passing eastwardly thence along Sansome-street into Lowesmoor, to a junction there with Tramway No. 4, at a point where the said Sansome-street meets the said street called Lowesmoor.

And take notice, that from the first-named point of junction in Foregate-street aforesaid to the last-named point of junction in Lowesmoor aforesaid the tramway will be made on the northerly side of the street.

And notice is hereby given that in all places as above described where the tramway is laid on the side of the street, the width of the street is less than would suffice to give a distance of 9 feet and 6 inches between the nearest rail of the tramway and the kerbstone.

And notice is hereby given that the names of the parishes and places in which it is proposed to make the aforesaid tramways are as follows:—St. Nicholas, St. Switlun, St. Helen, St. Michael-in-Bedwardine, St. Peter the Great, St. Martin, The Holy Trinity, The Tything of Whistones, Claines, All Saints, St.

Clement, and St. John-in-Bedwardine, in the city of Worcester and county of the said city.

At no points, except those described above, will any of the proposed tramways be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

The said tramways will be constructed on such gauge not exceeding 4 feet 8½ inches, nor less than 3 feet, as may be desired by the Town Council of Worcester, prescribed by the Board of Trade, or defined by the said Provisional Order.

The proposed Provisional Order will incorporate with itself the proper provisions of the Land Clauses Acts and of "The Tramways Act, 1870," and is intended to confer the powers following, or some of them, upon the Company.

To enter upon, break, open, cross, alter, divert, stop up, move, and otherwise interfere with streets, roads, tramways, ways, footpaths, thoroughfares, pavements, watercourses, sewers, drains, bridges, water and gas pipes, electric telegraph pipes, tubes, wires, and apparatus, and other matters, within the parishes and places herein mentioned, and to do all other necessary works and things for the purpose of constructing, maintaining, altering, and reinstating the proposed tramways, or substituting others in their places or for any other of the purposes of the Provisional Order.

To purchase or acquire by agreement or otherwise, or to rent or take leases of or rights and easements over lands and tenements, also to erect stabling, offices, sheds, or other buildings.

To levy tolls, rates, and duties for the use of the proposed tramways by vehicles, passenger, and other traffic; also to confer exemption from payment of such tolls, rates, or duties.

To make provision for repair and maintenance of streets, roads, and places upon which the proposed tramways or parts thereof may be laid, and to exempt the promoters from the payment of rates or assessments in respect thereof, or of part thereof.

To use for the purposes of the Provisional Order any paving, metalling, or road materials extracted or removed during the construction of the proposed works and the disposal of any surplus thereof.

The exclusive right to use on the proposed tramways carriages, with flange wheels or other wheels specially adapted to run on edged or grooved or other tram rails, and to prohibit such use by other persons with such carriages except by agreement with the promoters or upon terms to be prescribed in the Provisional Order, and to authorise and give effect to agreements between the promoters and any other persons or bodies for the use of the said tramways, with such carriages, and to confer all necessary powers in that behalf on all such other persons or bodies.

To regulate the traffic (whether of the promoters or others) along, over and across streets, roads, or places in which the tramways of the promoters will be laid, and to prevent obstructions to such traffic, and to enable the promoters and any street authorities, or some or one of Her Majesty's principal Secretaries of State, or of the Board of Trade, or the Town Council of Worcester, or other public body or authority, or any of them to make bye-laws and rules with reference to the matter aforesaid, and to attach penalties for the breach or non-observance of such bye-laws and rules, or of the Provisional Order.

To make from time to time such crossing,

passing places, sidings, junctions, and other works in addition to those hereinbefore particularly specified, as may be necessary or convenient for the efficient working of the proposed tramways, or to provide access to any stables, sheds, or works of the promoters, or to any other tram-sheds, or works of the promoters, or to any other tramway.

To enable the promoters when by reason of the execution of any work affecting the surface or soil of any street or road or otherwise, it is necessary or expedient to remove or discontinue any tramway or works or any part thereof, or to make in the same or any part thereof or any adjacent street or road in any parish mentioned herein and maintain so long as occasion may require, a temporary tramway, or temporary tramways works, in lieu of the tramway or works so removed or discontinued or intended to be so.

To enable the promoters, the Town Council of Worcester, the trustees of Worcester Bridge, any local and road and sanitary authorities, vestry board, trustees, and other bodies corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, and places respectively, or any of them to enter into contracts or agreements with respect to all or any other purposes of the said Act and Order, to the construction, maintaining, removing, renewing, repairing, working, and using of the proposed tramways and the works connected therewith, and for facilitating the passage of carriages and traffic over the same.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this Notice above mentioned.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects and will confer other rights and privileges.

And notice is hereby given that the consent of the Local Authority has been obtained for the construction of tramways in Worcester.

And notice is hereby given that copy advertisement, maps, plans, and all other necessary documents relating to the proposed tramways and works will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the city of Worcester, and county of the same city, at his office in Worcester; at the office of the Clerk of the Peace for the county of Worcester, at his office in Worcester, and at his office in Bewdley; at the office of the Town Clerk of Worcester, at his office in Worcester; with the other Local Authorities; and with the other Local Authorities (if any), of the other districts through which such tramways, or any of them, will be made or pass; and a copy of so much of the said plans, as related to each of the parishes or places from, in, through, or into which the proposed tramways and works will be made or pass, will, on or before the said 29th day of November instant, be deposited for public inspection with the Clerk of each such parish, or place, at his residence; and in the case of any extra parochial place, with the Parish Clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby given, that copies of the said advertisement, maps, plans, and documents will also, at the same time, be deposited at the offices of the Board of Trade, Whitehall-gardens, Westminster, Clerk of the Parliaments, House of Lords; at the Private Bills Office of

the House of Commons; and at the office of us, the undersigned James Carlton and George Levick, 124, Walbrook House, Walbrook, London.

And notice is hereby given, that every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application for the said Provisional Order, may do so by letter addressed to the Assistant-Secretary of the railway department of the Board of Trade, on or before the first day of January next. Copies of their objections must at the same time be forwarded to us at our said offices, 124 Walbrook House, Walbrook, London, and in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy or copies of the same have been sent to us.

And notice is also hereby given that the draft of the Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next and that printed copies of the Draft Provisional Order, when deposited, and of the Provisional Order, when made, will be obtainable both at our office, No. 13, Cornmarket, Worcester, at our London offices, No. 124, Walbrook House, Walbrook, London.

Dated this 20th day of November, 1879.

James Carlton, 8, Winchester-street Buildings, London.

George Levick, 124, Walbrook House, Walbrook, London.

In Parliament—Session 1880.

Cardiff Pilotage Board.

(Amendment of the Bristol Channel Pilotage Act, 1861, as to Cardiff Pilotage Board.—Increase in number of members of the Board and representation of other interests thereon.—Provisions and Regulations for election of new members. Powers to Board of Trade.—To confer, vary, and extinguish other rights.)

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

To amend the provisions of "The Bristol Channel Pilotage Act," 1861, so far as relates to the Cardiff Pilotage Board (hereinafter called the Cardiff Board). To provide for the addition to the Cardiff Board, of Members or persons to be chosen, nominated, or appointed wholly or in part as follows:—

- (a) By or out of the persons registered at the Port of Cardiff as the owners of Shipping.
- (b) By or out of the Merchants residing and carrying on business at the Port of Cardiff, or by the Association or Society known as "The Chamber of Commerce" at Cardiff, or in the alternative by the Board of Trade.
- (c) By or out of the Licensed Pilots of the Port of Cardiff.

To fix and define the qualification of persons eligible for election and appointment as additional members of the Cardiff Board in manner aforesaid, the qualification of electors, distribution of votes, the preparation and publication of lists of voters, method of holding elections, the return of the names of persons elected or appointed, and all other incidental matters in reference to such appointments and elections as aforesaid.

To provide for the duration of office, retirement from office, rotation and re-election of such new members of the Cardiff Board.

To vest in the Board of Trade with reference to the Cardiff Board like powers to those which it now possesses with respect to other Boards under the Merchant Shipping Amendment Act, 1862, and for that purpose to amend and extend the provisions of that Act and the Merchant Shipping Act, 1854.

To confer or vary rights and privileges, and to extinguish any existing rights and privileges inconsistent with the objects of the Bill.

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

Dated this 15th day of November, 1879.

F. De Courcy Hamilton, Bank Chambers, Cardiff, Solicitor for the Bill.

Wilkins, Blyth, and Fanshawe, 10, St. Swithin's-lane, London, E.C., Parliamentary Agents.

In Parliament—Session 1880.

Lincoln Gas Light and Coke Company.

(Additional Capital; Consolidation of Shares into Stock; Increase of Borrowing and other Powers; Provisions with respect to Voting by Shareholders; Amendment of existing Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by or on behalf of the Lincoln Gas Light and Coke Company for leave to bring in a Bill for the following, or some of the following, among other objects, powers, and purposes, that is to say:—

To alter, amend, vary, extend, and enlarge, and so far as may be necessary for the purposes of the Bill to repeal, or to repeal and re-enact, with or without modification or alteration, all or some of the provisions of the following Acts, viz.:—An Act passed in the 9th year of the reign of His late Majesty King George the Fourth, intituled "An Act for lighting with gas the city of Lincoln and the bail and close of Lincoln, in the county of Lincoln" (hereinafter referred to as the original Act), and "The Lincoln Gas Light and Coke Company's Act, 1873" (hereinafter referred to as the Act of 1873).

To authorize the Company to increase their share capital and to raise further money for the purposes of the Act of 1873, and for the general purposes of their undertaking by the creation of new shares or stock and by borrowing, and to attach to all or some of such shares or stock a preference or priority of dividend over the existing shares or stock of the Company (without prejudice however to existing and preference shares or guarantees) on such terms and conditions as the Company may determine.

To convert the ordinary shares or stock of the Company into a corresponding amount in value of stock of the Company to be called "Consolidated A £5 per Cent. Stock," and to convert the new shares of the Company, into stock of the Company to be called "Consolidated £7 per cent. Stock," and to convert the Improvement stock of the Company into stock of the Company to be called "Consolidated B £5 per cent. Stock," and for these purposes or some or one of them to make such provisions as may be necessary with regard to the capital of the Company or otherwise.

To amend the existing provisions, and to make further provisions with respect to the voting and the scale of voting of the shareholders and stockholders of the Company, and to make other provisions relating to the internal affairs, management, and regulation of the Company.

To vary or extinguish all rights and privileges which would interfere with the objects of the

intended Act, and to confer other rights and privileges.

To amend or repeal in other particulars, as far as may be necessary or expedient for the objects of the intended Bill, the original Act and the Act of 1873.

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 8th day of November, 1879.

T. G. Dale, Lincoln, Solicitor for the Bill
Taylor, Hoare, and Taylor, 28, Great James-street, Bedford-row, London, W.C., Parliamentary Agents.

Board of Trade.—Session 1880.

Weymouth Promenade Pier.

(Application for Provisional Order for Powers to Erect a Pier at Weymouth, and to Levy Tolls and for other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December next by the Piers 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 upon the Company the following powers, or some of them, that is to say:

To construct and maintain a promenade pier, jetty, and landing place with all proper works, seawalls, terraces, approaches, toll-houses, tollgates, buildings, and other conveniences connected therewith for the embarking and landing of passengers, and for other purposes in the parish of Melcombe Regis, in the county of Dorset, and on the foreshore and bed of the sea adjoining that parish, commencing at a point on the Esplanade seawall, opposite King-street, and extending thence 1,200 feet or thereabouts in an easterly direction, and terminating in the sea.

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

To levy tolls, rates, and duties upon or in respect of the use of such pier and works.

To confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, or to confer, vary, or extinguish other rights and privileges.

To purchase, charter, lease, or otherwise acquire, pleasure steamboats, sailing or other vessels, for the use of passengers, and to levy tolls or fares in respect thereof.

To incorporate with the Provisional Order the whole or part of "The Harbours, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The General Pier and Harbour Act, 1861," and "The General Piers and Harbour Act, 1861, Amendment Act," and to take any other powers and make any other provisions which may be deemed necessary for carrying into effect the objects to be included in the said Order.

To empower the Company to sell, lease, or let the whole or any part of the said undertaking, or the tolls, rates, and duties to be levied in respect thereof, and to authorise any local authority or other parties to purchase or take the same on lease.

And notice is hereby further given, that on or before the 29th day of November instant, plans and sections of the proposed pier and works, and

a copy of the notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Dorset at his office at Sherborne; at the Custom-house, Weymouth; and at the Board of Trade, Whitehall-gardens, London. 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 office of the undersigned.

Dated this 17th day of November, 1879.

Walter Webb, 23, Queen Victoria-street,
London, E.C., Solicitor and Parliamentary Agent.

Board of Trade.—Session 1880.

Sunderland Tramways.

(Application for Provisional Order to authorize the use of Steam or other than Animal Power on the Tramways authorized by the Sunderland Tramways Order, 1878, the Sunderland Tramways Extension Order, 1879, and the Sunderland Corporation Tramways Order, 1879; Repeal or Amendment of Acts and Orders, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Sunderland Tramways Company, Limited (hereinafter called "The Company"), on or before the 23rd day of December next, for the following or some of the following among other purposes:—

To amend, extend, and vary the Provisions of the Sunderland Tramways Order, 1878; the Sunderland Tramways Extension Order, 1879; and the Sunderland Corporation Tramways Order, 1879.

To authorize and empower the Company, and all persons, Corporations, and Companies lawfully using the authorized tramways of the Company, or of the Sunderland Corporation, or any or either of them, to work such tramways for the purpose of traffic of every description, or for the purposes of such traffic as may be limited by the Provisional Order, and subject to such bye-laws or regulations as the Board of Trade may from time to time make by means of locomotive, steam, or other engines or other mechanical or motive power, in addition to or in substitution for animal power.

To incorporate with and extend and apply to the Provisional Order the provisions of the Tramways Act, 1870, and, if necessary, 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 Acts amending the said Acts, so far as they may respectively apply to or affect the said tramways or any engines or carriages to be used thereon; and also to repeal, amend, or alter any other Act of Parliament which may in any wise affect such tramways, engines, or carriages.

To confer upon the Company or Corporation all rights, powers, or privileges which may be 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 a copy of this advertisement will be deposited for public inspection as follows: With the Clerk of the Peace for the county of Durham at his office at Durham. With the Town Clerk of Sunderland, and with the Clerk of the Southwick Local Board, at their respective offices in Sunderland. A copy of such advertisement will also be deposited with the parish clerk of each parish affected, at his place of abode; and with regard to any extra-parochial place affected, a copy of such advertisement will

be deposited with the parish clerk of some parish immediately adjoining thereto, at his place of abode. All such deposits will be made on or before the 29th day of November instant.

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, 1879; and printed copies thereof when deposited, and of the Provisional Order when made, will be furnished at the price of 1s. for each copy to all persons applying for the same, at the Office of the undersigned Walter Webb, 23, Queen Victoria-street, London, E.C.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department, Board of Trade, on or before the 1st day of January, 1880; and a copy of such objection must also be sent to the Promoters, or their undersigned Solicitor and Parliamentary Agent on their behalf; and in forwarding to the Board of Trade such objections, the objectors, or their agents, should state that a copy of the same has been sent to the Promoters, or their agent.

Dated this 17th day of November, 1879.

Walter Webb, 23, Queen Victoria-street,
London, E.C., Solicitor and Parliamentary Agent.

Board of Trade.—Session 1880.

Llandudno Pier Extension.

(Application to the Board of Trade for Provisional Order for Powers to raise Additional Capital by Shares or otherwise; to borrow Money; to extend Pier; to construct Pavilion and other Works; and to take and levy new Tolls, Rates, and Charges.)

NOTICE is hereby given, that in pursuance of the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," the Llandudno Pier Company Limited intend to apply to the Board of Trade, on or before the 23rd day of December, 1879, for a Provisional Order for the following, or some of the following, among other powers (that is to say):

To alter, amend, extend, and enlarge or repeal some or all of the provisions of "The Piers and Harbours Confirmation Act, 1876," so far as the same relates to the Llandudno Provisional Order.

To authorize the Company to raise additional capital by shares or stock and by borrowing, with power to issue any new shares or stock with a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the intended Order.

To construct and maintain an extension of the present pier 20 feet wide in some portions, and 40 feet wide in other portions, and 303 yards in length, with all proper works, approaches, and conveniences connected therewith, at Llandudno, in the county of Carnarvon, commencing nearly opposite the junction of Church-walks and North-parade, at a point 144 yards, along high water line, distant from the southern wall of the Public Baths, and extending seaward in an easterly direction a distance of 167 yards, and along the foreshore on the south-east side of the said Public Baths, and terminating at and forming a junction with the existing pier and landing stage at a point 3 feet north-east of the entrance-gates of the said pier.

To enable the Company to construct and maintain on the land at the north of the proposed

entrance to the extension of the said pier and forming the angle between the proposed extension of the pier and the public road leading from Church-walks to the north side of the said Public Baths; an ornamental iron and glass pavilion or covered building, with all necessary conveniences and approaches from the parade, and from the public road on the north side thereof, and from the pier to the said pavilion, and to let such pavilion or covered building, or any part or parts thereof, upon lease or otherwise.

To authorize the Company to purchase, take on lease, or otherwise acquire lands, hereditaments, erections, and premises necessary for the construction of the said pier and pavilion, and other necessary works.

To authorize the Company to demand and levy new and additional tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges for or in connection with the present pier and works, and the pier extension and works as by the intended Order authorized, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said Provisional Order all or some of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Companies Clauses Acts, 1845, 1863, and 1869, and the Harbours, Docks, and Piers Clauses Act, 1847, and of any other Act applicable to the objects of the intended Order.

And notice is hereby further given, that on or before the 30th day of November, 1879, proper plans and sections of the proposed pier extension, pavilion, and works, and also a copy of this notice as advertized and published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Carnarvon, at his office, at Carnarvon, at the office of the Board of Trade, Whitehall, London, and at the Custom-house, at Beaumaris.

And notice is also hereby given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished to all persons applying for the same, at the price of one shilling each, by the Solicitors for the Company, at their offices as under-mentioned, and at the office of the Company, at Llandudno, in the county of Carnarvon.

Dated this 18th day of November, 1879.

Fowler and Perks, Solicitors, 147, Leadenhall-street, London.

R. S. Chamoerlain, Solicitor, Llandudno.

In Parliament—Session 1880.

Ely and Bury Saint Edmunds (Light) Railway. (Abandonment of Undertaking; Release of Deposit; Amendment or Repeal of Act.)

NOTICE is hereby given, that the Ely and Bury Saint Edmunds Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill to authorize or require the abandonment of the railway and works authorized by "The Ely and Bury Saint Edmunds (Light) Railway Act, 1875," and to release the Company from all liabilities, penalties, forfeitures, and obligations for the non-completion thereof.

The Bill will declare null and void, and repeal and cancel all contracts, agreements, and arrangements entered into by or on behalf of the Company with reference to the railway or the lands required for the purposes thereof, and provide for the repayment or retransfer out of the High Court of Justice (Chancery Division), of all money or stock deposited or transferred in respect of the application to Parliament for the said Act of 1875, and now remaining as security for the

completion of the railway authorized by that Act, together with all interest or dividends which may have accrued and remain due thereon.

The Bill will contain all provisions incidental to or necessary for the purposes aforesaid, and it will vary or extinguish all rights and privileges which would interfere with the objects thereof, and it will provide for the dissolution and winding up of the Company.

The Bill will repeal or alter all or some of the powers and provisions of "The Ely and Bury Saint Edmunds (Light) Railway Act, 1875."

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

Dated this 12th day of November, 1879.

Fowler and Perks, 147, Leadenhall-street, London, Solicitors.

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

In Parliament.—Session 1880.

Trinity Hospital, Greenwich.

(Confirmation of Leases of Lands, &c., in Kent.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to establish, confirm, and render valid certain leases heretofore granted by the Steward and Poor Men of the Hospital of the Holy and Undivided Trinity, in East Greenwich, founded by Henry Howard, Earl of Northampton (commonly known as Trinity Hospital, Greenwich, or as the Earl of Northampton's Charity), of lands and hereditaments, situate in the parishes, or some of the parishes, and extra-parochial place following, that is to say:—Greenwich, Lewisham, Lee, Bexley, Beckingham, and Mottingham, all in the county of Kent, and to declare such leases to have been good and valid at and since the making of the same respectively; and the Bill will vary or extinguish all rights and privileges which would interfere with its objects, and 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 20th day of December next.

Dated this 14th day of November, 1879.

C. T. Lane, 3, Lombard-court, Lombard-street, E.C., Solicitor for the Bill.

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

Board of Trade.—Session 1880.

Broadstairs Waterworks Company.

(Application under "The Gas and Water Works Facilities Act, 1870," to Board of Trade for Provisional Order authorizing the raising of Additional Capital.)

NOTICE is hereby given, that the Broadstairs Waterworks Company (hereinafter called "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, and that by such Order the Company will seek for powers:—

1. To enable the Company, for the purposes of their authorized undertaking, to raise additional capital by the creation and issue of new shares or stock, with or without a preference or priority of dividend, and upon such terms and conditions as may be prescribed in the Order, and by borrowing on mortgage or bond, and by the creation and issue of debenture stock.
2. To amend the Act relating to the Company, namely, the Broadstairs Waterworks Act,

1875, and to extend to the Company the provisions, or some of the provisions, of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Companies Clauses Act, 1869."

And notice is hereby also given, that a copy of this advertisement will, on or before the 29th of this instant November, be deposited at the office of the Clerk of the Peace for the county of Kent, at his office, at the Sessions House, Maidstone, and also at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that printed copies of the draft Provisional Order can, on and after the 23rd day of December next, be obtained at the offices of the Company at Saint Peter's, or of Messrs. Wyatt, Hoskins, and Hooker, No. 28, Parliament-street, Westminster, on payment of one shilling for each copy; and every company, corporation, or person desirous of making to the said 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 1st day of January next, and that copies of such objections must at the same time be also sent to the Secretary of the Company, or to Messrs. Wyatt, Hoskins, and Hooker aforesaid.

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 the charge of one shilling for each copy, or such sum as the Board of Trade may direct.

Dated this 22nd day of November, 1879.

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

In Parliament—Session 1880.

Corris Railway.

(Power to Corris Railway Company to carry Passengers, Repeal or Alteration of Limit as to Speed, Tolls, Abandonment of Authorised Railway, Amendment of Acts.)

NOTICE is hereby given that the Corris Railway Company (hereinafter called the Company) intend to apply to Parliament in the ensuing Session for an Act to repeal so much of the Corris Railway Act, 1864, as prohibits the Company from carrying passengers on their railways, and restricts the rate of speed at which trains may be drawn thereon, and to authorise the Company to carry passengers on such railways, and to run trains at such rates of speed as the Company may deem expedient, or as may be prescribed by the intended Act.

To empower the Company to take, levy, and receive tolls, rates, and charges, upon, for, and in respect of the use of their railways for the conveyance of passenger traffic, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges.

To authorise the abandonment of the Railway described in and authorised by the Corris Railway Act, 1864, or of such part thereof as may not have been constructed, and to relieve the Company from any penalty in respect of the nonconstruction thereof.

To vary and extinguish all existing rights and privileges which would interfere with the objects of the intended Act, and to incorporate and amend the provisions of the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863.

To amend, repeal, and enlarge, for the foregoing and other purposes, the powers and provisions of

the following or any other Acts relating to the Company, viz.: The Corris Machynlleth and River Dovey Tramroad Act, 1858, and The Corris Railway Act, 1864.

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

Dated this 13th day of November, 1879.

Hugh C. Godfray, 24, Finsbury-place, E.C.
Sherwood and Co., 7, Great George-street,
Westminster, S.W.

In the Matter of Percival Vickers and Company Limited and Reduced, and in the Matter of the Companies Acts, 1867 and 1877.

NOTICE is hereby given, that a petition for confirming a resolution reducing the capital of the above Company from £120,000 dividend into 6,000 shares of £20 each, to £60,000 dividend into 6,000 shares of £10 each, was, on the 14th day of November, 1879, presented to Her Majesty's High Court of Justice, and is now pending, and that the list of creditors of the Company is to be made out as for the 31st day of December, 1879.—Dated this 26th day of November, 1879.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Equitable Marine Insurance Company Limited.

NOTICE 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 24th day of November, 1879, presented to Her Majesty's High Court of Justice by Ebenezer Walker Henry, of 28, Cornhill, in the city of London, Marine Insurance Broker and Underwriter, a shareholder of the Company, and also a depositor and guarantor therein, and a creditor of the Company in respect of such deposit; and that the said petition is directed to be heard before the Master of the Rolls, on the 6th day of December, 1879; 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 requiring the same, by the undersigned, on payment of of the regulated charge for the same.

Rovers and Chave, 14, Queen Victoria-street, E.C., Solicitors for the Petitioner.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Wreck Recovery and Salvage Company Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Company by the Chancery Division of the High Court of Justice, was, on the 25th day of November, 1879, presented to Her Majesty's High Court of Justice by the said Company; and that the said petition is directed to be heard before the Vice-Chancellor Sir Richard Malins, on Friday, the 5th day of December, 1879, and that any creditor or contributory of the said Company desirous to oppose the making of an order to wind up the said Company under the above Acts should oppose 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 the payment of the regulated charge for the same.

S. Mayhew, 30, Walbrook, in the city of London, Solicitor for the Petitioners.

In the Matter of the Companies Acts, 1862 to 1879; and in the Matter of the Ground Rents Securities Association Limited.

NOTICE is hereby given, that a petition for the winding up of the above-named Association by the Chancery Division of the High Court of Justice, was, on the 27th day of November, 1879, presented to Her Majesty's High Court of Justice by Henry Swain, of 103, Albert-road, Dalston, in the county of Middlesex, a creditor and contributory of the said Association; and that the said petition is directed to be heard before the Vice-Chancellor Sir Richard Malins, on the 5th day of December, 1879; and any creditor or contributory of the said Association desirous to oppose the making of an Order for the winding up of the said Association 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 Association requiring the same by the undersigned, on payment of the regulated charge for the same.—Dated this 27th day of November, 1879.

Jas. Jno. Hutchinson, 56, Gresham-street, London, E.C., Solicitor for 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 Bryn Alyn Lead Mining Company Limited.

BY an Order made by the Vice-Chancellor Malins, in the above matters, dated the 19th day of November, 1879, on the petition of Frederick Romfeldt, of Albion-chambers, Bradford, Yorkshire, William Compton Wood, of Albion-court, Bradford, Yorkshire, and Matthew Heslop, of 19, Charterhouse-square, in the city of London, it was ordered that the voluntary winding up of the above-named Company be continued, but subject to the supervision of this Court.—Dated this 26th day of November, 1879.

Edwd. Beall, 46, Queen Victoria-street, E.C., Solicitor for the said Petitioners.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Chesterfield and North Derbyshire Banking Company.

BY an Order made by the Vice-Chancellor Sir Charles Hall in the above matter, dated the 21st day of November, 1879, on the petition of Crompton and Evans Union Bank Limited, of Chesterfield, in the county of Derby, it was ordered that the voluntary winding up of the said Chesterfield and North Derbyshire Banking Company 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.

Thos. White and Sons, 11, Bedford row, Middlesex, Solicitors for the said Petitioners.

NORWAY SPARS.

Contract Department, Admiralty, Whitehall, November 11, 1879.

TENDERS will be received until two o'clock, on Monday, the 8th December, for
5,210 CANTS,
1,020 BARLINGS,
850 BOOMS,

1,030 MIDDLEINGS,

10,610 SMALLS,

to be imported direct from Norway.

Forms of tender containing all particulars may be obtained on personal application at this Office, or by letter addressed "Director of Navy Contracts, Admiralty, Whitehall, S.W."

Rummage Sale.

MR. F. H. GODSELL has received instructions from Messrs. Joseph Barber and Co., of Brewer's, Chester's, and Galley Quays, Lower Thames-street, City, to sell, on Wednesday, December 10, 1879, at the London Commercial Sale Rooms, under the authority of the Acts of Parliament 9th and 10th Vict., cap. 399, and 10th and 11th Vict., cap. 300 (local and personal), 26 pipes and butts, 67 hogsheads 41 quarter casks, 349 cases, wines and spirits, the wharf and warehouse charges being unpaid, and goods for which warrants have been issued, the owners thereof being unknown, will be included in such sale. The above goods are lying at Brewer's Quay, Tower-hill Vaults, and Cooper's-row, all in the occupation of the vendors; for catalogues and particulars apply at Auctioneer and Valuer's office, 71, Great Tower-street, London.

Joseph Barber and Co.

London Assurance Office.

7, Royal Exchange, London,

November 26, 1879.

THE Court of Directors of the Corporation of the London Assurance do hereby give notice, that the Annual General Court appointed by the Charter will be held at their offices, in the Royal Exchange, on Wednesday, the 10th day of December next, at twelve o'clock at noon.

J. P. Laurence, Secretary.

Hull Bellman Printing and Publishing Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at No. 9, Savile-street, Hull, in the county of York, on the 27th day of October, 1879, the following Special Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 11th day of November, 1879, the following Special Resolutions were duly confirmed:—

"That the Hull Bellman Printing and Publishing Company Limited be wound up voluntarily.

"That James Craske, of No. 7, Scale-lane, Hull, Public Accountant, be and is hereby appointed Liquidator of the said Company, and that the amount of his remuneration be left to a future Meeting of the Shareholders."

R. Snowden, Chairman.

French Fruit and Vegetable Export Company (late Champagne Père) Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at the Company's Registered Office, No. 14, Little Tower-street, in the city of London, on the 2nd day of November, 1879, the following Special Resolution was duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place, on the 25th day of November, 1879, the following Special Resolution was duly confirmed:—

"That this Company be voluntarily wound up, and that George Clark, of 14, Little Tower-street, in the city of London, Public Accountant and Auditor, be and is hereby appointed Liquidator.

John Scott, Chairman,

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Bidasoa Iron Company Limited.

THE creditors of the above-named Company are required, on or before the 31st day of January, 1880, to send in their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any) to Charles Barrett, of No. 15, Finsbury-place South, in the city of London, the Liquidator of the above-named Company, or in default thereof they will be excluded from the benefit of any distribution of the assets of the said Company which may take place before information of the said debts shall be delivered to the Liquidator.—Dated this 24th day of November, 1879.

Heath and Parker, 12, St. Helen's-place, Bishopsgate-street Within, London, Solicitors for the said Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and of the South Lancashire Ship Owners' Company Limited.

THE creditors of the above-named Company are required, on or before the 24th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to Alfred Storrs, of No. 1, Melbourne-street, Stalybridge, in the county of Lancaster, Public Accountant, the Liquidator of the said Company, and if so required, by notice in writing from the said Liquidator, are to come in and prove their debts or claims, at such time and place 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. Monday, the 29th day of December, 1879, at eleven o'clock in the forenoon, at the office of the said Liquidator, No. 1, Melbourne-street, Stalybridge aforesaid, is appointed for hearing and adjudicating upon the debts and claims. All persons indebted to the said Company are required to pay the amounts of their respective debts to the said Liquidator forthwith.—Dated this 20th day of November, 1879.

Jno. Clayton, Warrington-street, Ashton-under-Lyne, Solicitor for the said Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of William Barry and Company Limited.—In Liquidation.

THE creditors of the above-named Company are required, on or before the 20th day of December, 1879, to send, in writing, a notice of their names and addresses, and the particulars of their debts or claims, to Mr. Charles Augustus Harrison, of No. 22, Waterloo-street, Birmingham, Public Accountant, the Liquidator of the said Company, or in default thereof they will be excluded from the benefit of any distribution made before such notice shall be received by the said Liquidator.—Dated this 21st day of November, 1879.

Jennings and Burton, Burton-on-Trent, and 17, Gracechurch-street, London, Solicitors for the said Liquidator.

In the Matter of the Companies Acts, 1862 and 1867, and of the Provision Company Limited.

NOTICE is hereby given, that the affairs of the Provision Company Limited, having been fully wound up, an Extraordinary General Meeting of the said Company will be held at the registered office of the Company, No. 98, London-wall, in the city of London, on Wednesday, the 31st day of December, 1879, at twelve o'clock at noon precisely, for the purpose of receiving from the Liquidator of the Company an account showing

No. 24787.

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the manner in which such winding up has been conducted and the property of the said Company disposed of, and for the purpose of hearing any explanation that may be given by the said Liquidator.—Dated this 24th day of November, 1879.

W. W. Wright, Liquidator, 6, Great Winchester-street, London, E.C.

Great Grimsby Working Men's Building Company Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Shareholders in the Great Grimsby Working Men's Building Company Limited, will be held at School-room, at the back of No. 92, Duncombe-street, in Great Grimsby, in the county of Lincoln, on Friday, the 2nd day of January, 1880, at half-past seven o'clock in the evening, when the following business is proposed to be transacted:—

“To receive and consider the accounts of the Liquidator, showing the conduct of the winding up of the Company and the disposal of the property, and to pass such resolutions thereon as may be deemed expedient.”

Tho. W. Wharton, Liquidator.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Oddy, John George Oddy, Thomas Oddy, and William Oddy, carrying on business as Worsted Spinners and Manufacturers, at Birkenshaw, in the county of York, and at Booth-street, Bradford, in the said county, under the style or firm of James Oddy, Junior, has been dissolved, as from the 12th day of December, 1878, by mutual consent, so far as concerns the said Thomas Oddy and William Oddy; and that the same business will be carried on for the future on the same premises and under the same style by the said James Oddy and John George Oddy. All debts owing to or due from the said firm will be received and paid by the aforesaid James Oddy and John George Oddy.—Dated this 21st day of November, 1879.

James Oddy.

John George Oddy.

Thomas Oddy.

William Oddy.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Oddy, William Oddy, John William Turner, and Joseph Hargreaves Oddy, carrying on business as Wool Merchants, at 48, Brook-street, Bradford, in the county of York, under the style of James Oddy and Sons, has been this day dissolved by mutual consent. All debts owing to or due from the said firm will be received and paid by the aforesaid William Oddy, who, assisted by his two sons will continue to carry on the business in the same premises and under the same style of James Oddy and Sons.—Dated this 21st day of November, 1879.

Thomas Oddy.

William Oddy.

John William Turner.

Joseph Hargreaves Oddy.

NOTICE is hereby given, that the Partnership hitherto subsisting between us the undersigned, as Engineers and Iron Founders, at the Tyne Foundry, No. 45, Church-street, Deptford, Kent, under the name or style of Hemsley, Fothergill, and Co., has been dissolved, by mutual consent, as from the 29th day of September last; and it is agreed that the said Mr. Hemsley shall receive all amounts due to and discharge all claims upon our said partnership firm.—Dated this 11th day of October, 1879.

William Hemsley.

Robert Fothergill.

Charles Stephens.

NOTICE is hereby given, that the Partnership hitherto existing between William Lawrenson and William Strike, Nurserymen and Seedsmen, at Eaglescliffe and Stockton-on-Tees, in the county of Durham, has this day been dissolved by mutual consent.—As witnesseth our hands this 20th day of September, 1879.

William Lawrenson.

William Strike.

THE Partnership between Abraham Duncalfe and Thomas Ridge Mander the younger, in the business of Hatters, carried on at 53, Plumstead-road, Plumstead, Kent, is this day dissolved; and the business will hereafter be carried on by the said Thomas Ridge Mander the younger only, and in his own name.—Dated this 16th day of October, 1879.

Abraham Duncalfe.

Thomas Ridge Mander the younger.

NO^TICE is hereby given, that the Partnership heretofore subsisting and carried on between the undersigned, John Brown and Thomas Griggs, as Linen Drapers and Silk Mercers, at No. 1, Victoria-terrace, Surbiton, in the county of Surrey, was dissolved, by mutual consent, as on and from the 6th day of November, 1879. All debts owing to or by the said late firm will be received and paid by the said Thomas Griggs, who will henceforth carry on the said business on his own account.—Dated this 20th day of November, 1879.

*John Brown.
Thomas Griggs.*

NO^TICE is hereby given, that the Partnership subsisting between us the undersigned, Lucy Mary Dowden and Jessie Lumsden, as Court Milliners and Dressmakers, at 50, Mortimer-street, Regent-street, in the county of Middlesex, under the style or firm of Dowden and Lumsden, has this day been dissolved by mutual consent. And the said business will henceforth be carried on by the said Lucy Mary Dowden, and that all moneys due and owing to and all debts and liabilities of the said partnership will be received and discharged by the said Lucy Mary Dowden.—As witness our hands this 25th day of November, 1879.

*Lucy Mary Dowden.
Jessie Lumsden.*

NO^TICE is hereby given, that the Partnership which has for some time past been carried on by us the undersigned, Richard Precious Rimmington and Job Vicars, under the firm of Rimmington, Vicars, and Company, at No. 20, Mincing-lane, in the city of London, in the trade or business of Tea Merchants, was this day dissolved by mutual consent. All debts due by and owing to the said firm will be paid and received by the said Richard Precious Rimmington.—Dated this 18th day of November, 1879.

*Richard Precious Rimmington.
Job Vicars.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Hopkinson, Briggs Hopkinson, and Riley Hopkinson, carrying on business as Builders and Contractors, at Halifax, in the county of York, under the style or firm of William Hopkinson and Sons, is hereby dissolved. All debts due to and owing by the said partnership will be received and paid by the said Briggs Hopkinson and Riley Hopkinson, who will in future carry on the said business under the same style or firm of William Hopkinson and Sons.—As witness our hands this 25th day of November, 1879.

*William Hopkinson.
Briggs Hopkinson.
Riley Hopkinson.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Arthur Henry Price and Charles James Price, as Drapers, at No. 16, Yorkshire-street and the Walk, in the borough of Rochdale, in the county of Lancaster, under the style or firm of A. H. and C. J. Price, was this day dissolved by mutual consent. The business will in future be carried on by the said A. H. Price, who will receive and pay all debts due to and owing by the late firm.—Dated this 24th day of November, 1879.

*Arthur Henry Price.
Charles James Price.*

NO^TICE is hereby given, that the Partnership lately subsisting between the undersigned, Henry Davison, William Henry Davison, and Charles Davison, at Nos. 8 and 10, Sefton-street, Toxteth Park, Liverpool, and at Birkenhead, as Painters and Plumbers, under the firm of Henry Davison and Sons, was dissolved on the 19th August, 1879. The business has since the 19th August, 1879, been, and will for the future be, carried on by the said William Henry Davison alone, who will receive the debts due to and discharge the liabilities of the said firm.—Dated this 25th day of November, 1879.

*Henry Davison.
William Henry Davison.
Charles Davison.*

NO^TICE is hereby given, that the Partnership between John Pattinson and the undersigned, Robert Pattinson, carrying on business as Painters and Paper Hangers, at Westmoreland-road, Newcastle-upon-Tyne, in partnership, under the style or firm of J. and R. Pattinson, was dissolved, by the death of the said John Pattinson, on the 7th day of May last; and that the business has since been carried on, and will in future be carried on, by the undersigned Mary Pattinson, the sole trustee and executrix of the will of the said John Pattinson, on her own separate account, as such trustee and executrix; and all moneys due to or from the late firm will be received and paid by her, at Westmoreland-road aforesaid.—As witness our hands the 24th day of November, 1879.

*Mary Pattinson.
Robert Pattinson.*

NO^TICE is hereby given, that the Partnership for some time past carried on by Messrs. William Morton and Henry Morton, under the style or firm of Morton, Son, and Company, as Ironfounders and Machine Makers, at Heckmondwike, in the county of York, was this day dissolved, by mutual consent, as and from the 19th day of July last; and the business will henceforth be carried on by the said Henry Morton alone, who will receive and pay all moneys and debts due to and from the said partnership concern.—Dated this 20th day of November, 1879.

*William Morton.
Henry Morton.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Joshua Crowther, John Horrocks, and George Mountain, as Public Accountants, at Manchester, in the county of Lancaster, was, on the 31st day of October last, dissolved, the said Joshua Crowther then retiring therefrom. All debts due and owing to or by the said firm will be received and paid by the undersigned, John Horrocks and George Mountain, by whom the said business will in future be carried on on their own account.—Dated this 19th day of November, 1879.

*Joshua Crowther.
John Horrocks.
George Mountain.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Unger and Isaac Rozner, of No. 241, Hackney-road, in the county of Middlesex, carrying on business as Shoe Manufacturers, at No. 241, Hackney-road, in the county of Middlesex, under the style or firm of Unger and Rozner, was dissolved, on the 13th day of October, 1879, by mutual consent.—Dated the 24th day of November, 1879.

*Alfred Unger.
Isaac Rozner.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Palmer Jessop and Thom Shaw, as Bakers and Flour Dealers, at Toxteth Park, Liverpool, in the county of Lancaster, was dissolved, on the 1st day of October last, by mutual consent.—Dated this 26th day of November, 1879.

*W. P. Jessop.
Thom Shaw.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Giles and Harry Mills, as Brassfounders, at 37, Tenby-street, Birmingham, in the county of Warwick, under the style or firm of Giles and Mills, was this day dissolved by mutual consent. All debts due to or owing from the said firm will be received and paid by the Harry Mills, who will henceforth carry on the said business on his own account.—As witness our hands this 26th day of November, 1879.

*George Giles.
Harry Mills.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Henry Victoria Lynn and William Edmondson, carrying on business at Lucerne-buildings, 3, Redcross-street, Liverpool, in the county of Lancaster, as Ship Store Dealers, Ship Chandlers and Commission Merchants, was dissolved, by effluxion of time, on the 30th day of September last. The business has since been, and still is, and will be, carried on by the said Henry Victoria Lynn alone, and all debts will be received and paid by him.—Dated this 26th day of November, 1879.

*Henry V. Lynn.
William Edmondson.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Richard Culpan, John Denham, John Tattersall, and Robert Hardman, carrying on business as Engineers, Millwrights, &c., at Rockliffe Iron Works, Bacup, under the style or firm of Culpan and Co., has been dissolved, by mutual consent, as and from the 26th day of November, 1879. All debts due to and owing by the said late firm will be received and paid by the said John Denham.—Dated this 26th day of November, 1879.

*Richard Culpan.
John Denham.
John Tattersall.
Robert Hardman.*

NO^TICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, James Rothwell and Robert Stott, carrying on business at the New Market Hall, the Market, Rochdale, in the county of Lancaster, as Provision Dealers, under the style or firm of Rothwell and Stott, is this day dissolved by mutual consent.—As witness our hands this 24th day of November, 1879.

*James Rothwell.
Robert Stott.*

NOTICE is hereby given, that the Partnership heretofore subsisting and carried on by and between the undersigned, George Marshall Copeman and Henry Wickham, at No. 9, King-street, Finsbury, in the county of Middlesex, as Auctioneers and Surveyors, under the style or firm of Copeman and Wickham, has been dissolved, by mutual consent, as from this date. And that the said George Marshall Copeman will receive and pay all debts owing to and by the said late partnership.—Dated this 29th day of October, 1879.

*G. M. Copeman.
Henry Wickham.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by us, Thomas Henry Letcher, John Teague Letcher, and Alfred Jeffery, under the firm of Letcher Brothers and Jeffery, at Church-lane, in the city of Truro, Cornwall, in the trade or business of Jewellers, Mathematical Instrument Makers, &c., was, on the 3rd day of October, dissolved by mutual consent. And the said business will be henceforth carried on by the John Teague Letcher alone, who will pay and discharge all debts and liabilities and receive all moneys payable to the said late firm.—As witness our hands this 21st day of November, 1879.

*T. H. Letcher.
John T. Letcher.
Alfred Jeffery.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Oliver Sidney Bishop and David Hum, as Photographers, at No. 90, Newgate-street, in the city of London, and No. 50, New-street, Birmingham, 20, Fitzwilliam-street, Sheffield, and 5, St. Vincent-street, Glasgow, under the firm of Hum and Bishop, was, on the 20th day of November instant, dissolved by mutual consent. And that all debts due and owing to or by the late firm will be received and paid by the said David Hum, who will continue to carry on the said business on his own account.—As witness our hands this 21st day of November, 1879.

*O. S. Bishop.
David Hum.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, William Hodson and John Hodson, in the business of Farmers, at Hardwick, in the county of Cambridge, has been dissolved, by mutual consent, as from the 29th day of September last; and the said business will in future be carried on by the said John Hodson alone, who will receive and pay all debts due to and from the said partnership.—Witness our hands this 22nd day of November, 1879.

*William Hodson.
John Hodson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Isaac Hartley and Richard Hindley, carrying on business at Slate-street, Leicester, in the county of Leicester, as Boot and Shoe Manufacturers and Leather Merchants, under the style or firm of Hartley and Hindley, was this day dissolved by mutual consent. All debts due and owing to and by the said firm will be received and paid by the said Richard Hindley, by whom alone the said business will in future be carried on.—As witness our hands this 22nd day of November, 1879.

*Isaac Hartley.
Richard Hindley.*

NOTICE is hereby given, that the Partnership heretofore subsisting between Benjamin Acton and John Mustard, as Manufacturing Engineers and Millwrights, at Stroud, in the county of Gloucester, under the style or firm of Acton and Mustard, was, on the 29th of September, 1879, dissolved by mutual consent; and that all debts and liabilities due or owing to or by the late copartnership will be received and discharged by the said Benjamin Acton, who will carry on the trade on his own account.—Dated this 26th of November, 1879.

*Benjamin Acton.
John Mustard.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Sutherland and Joseph Bradbury, as Jacquard Card Manufacturers, at Buglawton, in the county of Chester, under the style or firm of Sutherland and Company, was, on the 27th day of September, 1879, dissolved by mutual consent. The business will in future be carried on by William Lindsay Carson and the said Joseph Bradbury, at Buglawton aforesaid, under the style or firm of Carson and Bradbury, who will receive, pay, and discharge all debts and demands due to and owing by the late firm up to the said 27th day of September.—Dated this 29th day of October, 1879.

*John Sutherland.
Joseph Bradbury.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Canfield Goundry and Joseph Whitehead, carrying on the business of Furniture Brokers and Bailiffs, at 47, Effingham-street, Rotherham, in the county of York, is this day dissolved by mutual consent.—Witness our hands this 20th day of November, 1879.

*Joseph Whitehead.
W. Canfield Goundry.*

COUNTY COURTS' JURISDICTION.

PURSUANT to a Decretal Order of the County Court of Lancashire, holden at Rochdale, made in an action Swift against Hill, it was declared that the Partnership heretofore subsisting between the plaintiff and defendant as Auctioneers and Valuers, at Rochdale, in the county of Lancaster, under the name or style of Edward Hill and Swift, do stand dissolved as from the 30th day of September, 1878.—Dated this 13th day of November, 1879.

ROBERT JACKSON, Registrar.

JANE SMITH, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Jane Smith, late of No. 73, Eaton-square, in the county of Middlesex, and of Bella Vista, Bournemouth, in the county of Hants, Widow, deceased (who died on the 1st day of October, 1879, and whose will was proved on the 19th day of November, 1879, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Oswald Augustus Smith, of No. 1, Lombard-street, in the city of London, Esq., and Eric Carrington Smith, of the same place, Esq., the executors named in the said will), are required to send in their debts, claims, or demands to the executors, at the offices of their Solicitors, Messrs. Freshfields and Williams, of 5, Bank-buildings, London, on or before the 1st day of January next, at the expiration of which time the said executors will proceed to administer the estate and distribute the assets of the said testatrix among the parties entitled thereto, having regard to the claims only of which the said executors shall then have had notice; and for the assets, or any part thereof, so administered or distributed the said executors will not be liable to any person of whose debt, claim, or demand they shall not then have had notice. And all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts respectively to the said executors.—Dated this 25th day of November, 1879.

FRESHFIELDS and WILLIAMS, 5, Bank-buildings, E.C., Solicitors for the said Executors.

THOMAS SELBY WALSH, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, entitled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons being creditors of, or otherwise having any claims upon or against, the estate of Thomas Selby Walsh, late of Halifax, in the county of York, Card Maker and Damask Manufacturer, deceased (who died on the 23rd day of September, 1879, and whose will was proved on the 13th day of October, 1879, in the Principal Registry of Her Majesty's High Court of Justice, Probate Division, by William Foster, of Halifax aforesaid, Solicitor, and Joseph Taylor, of the same place, Damask Manufacturer, the executors of the said will), are required, on or before the 1st day of January, 1880, to send to the undersigned, Messrs. Wavell, Foster, and Wavell, 26, George-street, in Halifax aforesaid, Solicitors of the said executors, the particulars of their claims upon or against the said estate, and that at the expiration of such time the executors will distribute the whole of the assets of the said testator among the parties entitled thereto, having regard to the claims only of which they shall then have notice.—Dated 25th day of November, 1879.

WAVELL, FOSTER, and WAVELL, 26, George-street, Halifax, Solicitors for the said Executors.

DENNIS GEORGE BARNES, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having claims or demands upon or against the estate of Dennis George Barnes, late of the city of Coventry, Gentleman (who died on the 28th day of August, 1879, and whose will was proved on the 25th day of September, 1879, in the Birmingham District Registry of the Probate Division of Her Majesty's High Court of Justice, by William Sansome Davis, of the city of Coventry, Gentleman, and Robert Pearson Jacques, of the same city, Painter, two of the executors therein named), are hereby required to send particulars, in writing, of such claims and demands to

the said executors, or to my office, on or before the 31st day of December next, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have received notice; and they will not be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose debt or claim they shall not then have received such notice.—Dated this 26th day of November, 1879.

HENRY J. DAVIS, 11, Hay-lane, Coventry,
Solicitor for the said Executors.

Re JAMES NUTTALL, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years 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 James Nuttall, late of Wellfield House, Todmorden, in the county of York, Cotton Spinner and Manufacturer, deceased (who died on the 20th day of October, 1879, and whose will, bearing date the 26th day of August, 1872, was duly proved in the Wakefield District Registry attached to the Probate Division of Her Majesty's High Court of Justice, on the 7th day of November, 1879, by Frank Nuttall, the son of the said deceased, Bentley Stephenson and Richard Norfolk, three of the surviving executors named in the said will, with power reserved for William Bottomley, the other surviving executor named in the said will, to come in and prove), are hereby required to send in the particulars of their claims and demands by post, prepaid, to Bentley Stephenson, of York street, Todmorden, in the county of York aforesaid, Grocer, one of the said executors, on or before the 6th day of January next. And notice is hereby given, that after that 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 the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debts, claims, and demands they shall not then have had notice.—Dated this 25th day of November, 1879.

STANSFIELD and SAGER, Todmorden, Solicitors
for the Executors of the said Deceased.

The Rev. GEORGE EDWARDS COOPER WALKER,
Deceased.

Pursuant to an Act of Parliament 22nd and 23rd Vic. cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debts, claims, or demands upon or against the estate of the Reverend George Edwards Cooper Walker, late of the Rectory, Farleigh, near Croydon, in the county of Surrey, Clerk in Holy Orders (who died on the 7th day of September, 1879, and whose will, with one codicil annexed thereto, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 30th day of September, 1879, by two of the executors therein named, viz.: John Cooper the younger, of Elderslie, Duppas Hill, Croydon aforesaid, Gentleman, and Rose Lydia Walker, one of the daughters of the said deceased), are hereby required to send in particulars, in writing, of their debts, claims, or demands to me, the undersigned, William Henry Rowland, of No. 104, High-street, Croydon, in the said county of Surrey, the Solicitor for the said executors, on or before the 31st day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which they shall then have had notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 25th day of November, 1879.

W. H. ROWLAND, 104, High-street, Croydon,
Surrey, Solicitor for the said Executors.

THOMAS WILLIAMS, 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 persons having any claims or demands against or affecting the estate of Thomas Williams, late of Wrexham, in the county of Denbigh, Wine and Spirit Merchant, deceased (who died on the 5th day of June, 1879, and whose will, with two codicils thereto, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 12th day of November, 1879, by Ann Williams, Widow, the relict of the said deceased, and Thomas Brittain Williams, and Robert James Williams, three of the executors named in the said will), are required to send in the particulars of their debts, claims, or demands to me, the undersigned, as Solicitor for the said executors, on or before

the 1st day of January next, at the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims only of which the said executors shall then have had notice; and for the assets, or any part thereof, so distributed the said executors will not be liable to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 18th day of November, 1879.

J. ALLINGTON HUGHES, 32, Regent-street,
Wrexham, Solicitor for the said Executors.

ARCHIBALD McLACHLAN, Deceased.

Pursuant to the Act 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims against the estate of Archibald McLachlan, late of Hatherley Hall, Cheltenham, in the county of Gloucester, Esq., deceased (who died at Hatherley Hall aforesaid, on the 14th day of October, 1879, and whose will was proved on the 17th day of November, 1879, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Elizabeth McLachlan of Hatherley Hall, Cheltenham, in the county of Gloucester, Widow, David Aitchison, of No. 5, Pembroke-square, in the county of Middlesex, Esq., and William Richmond Mewburn, Manager of the Union Bank of Australia, No. 1, Bank-buildings, Lothbury, in the city of London, the executors named in the said will), are hereby required to send particulars, in writing, of their debts, claims, or demands to us, the undersigned, as Solicitors for the said executors, on or before the 31st day of December next, after which day the said executors will proceed to distribute the assets of the said Archibald McLachlan, 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 that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand such executors shall not then have had notice.—Dated this 24th day of November, 1879.

ROSE and FRY, 26, Great George-street, West-
minster, S.W., Solicitors for the said Executors.

HENRY GILSON, Deceased.

Pursuant to the Act of Parliament, made and passed in the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demand upon or against the estate of Henry Gilson, late of the Hollins, Timperley, in the county of Chester, Gentleman (who died on the 1st of August, 1879, and whose will was proved at the District Registry at Chester attached to the High Court of Justice, Probate Division, on the 16th of September last, by his executors, Martha Laurie and Thomas Joseph Gilson), are hereby required to send the particulars of their claims or demands to us, the undersigned, Messrs. J. E. and R. Whitworth, on or before the 5th day of January next, after which day the said executors will proceed to distribute the assets of the said deceased amongst the parties legally entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 25th day of November, 1879.

J. E. and R. WHITWORTH, 2, St. James-
square, Manchester, Solicitors for the said Ex-
ecutors.

Mrs. SUSAN RUSSELL, Deceased.

Pursuant to Statute 22 and 23 Vic. cap. 35.

NOTICE is hereby given, that all persons having any claim against the estate of Susan Russell, formerly of Powis Castle, Montgomeryshire, and late of 116, Park-street, Grosvenor-square, Middlesex, Spinster (who died on 10th November instant), are hereby required to send written particulars of such claims to the undersigned, Solicitors for Thomas Goaling, her executor, before 31st December next, after which date the said executor will distribute the deceased's assets, having regard only to the claims of which he shall then have had notice.—Dated 26th November, 1879.

WESTERN and SONS, 36, Essex-street, Strand,
London, W.C.

Re WILLIAM HIRST, Deceased.

Pursuant to the Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and other persons having any claims or demands upon or against the estate of William Hirst, late of Highfield House, Belle Vue-road, Woodhouse, in the parish of Leeds, in the county of York, deceased (who died intestate on the 1st day of April, 1879, and letters of administration to whose estate

and effects were, on the 27th day of June, 1879, granted by the Wakefield District Registry of the Probate Division of Her Majesty's High Court of Justice, to Sarah Hirst, of Victoria-terrace, Woodhouse, in the parish of Leeds aforesaid, are requested to send particulars, in writing, of such claims and demands to us, the undersigned, Solicitors for the said administratrix, on or before the 1st day of January, 1880; and notice is hereby given, that after the said 1st day of January, 1880, the said Sarah Hirst, as such administratrix as aforesaid, will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which 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 21st day of November, 1879.

MIDDLETON and SONS, Calverley-chambers, Victoria-square, Leeds, Solicitors for the said Administratrix.

Re JUDITH ELIZABETH REYNOLDS, 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 others having any claims against the estate of Judith Elizabeth Reynolds, formerly of Conway Lodge, Harrogate, but late of Newbold, near Chester, Spinster, deceased (who died on the 1st day of June last, and whose will and codicil were proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 30th day of the same month, by Richard Montagu Preston and John Davies, the executors named in the said codicil), are, on or before the 16th day of January next, to send to the said executors, at the office of the under-mentioned John Davies, of Denbigh, the particulars of such claims; and at the expiration of the time named the said executors shall distribute the assets of the said testatrix amongst the parties entitled thereto, having regard only to the claims of which such executors has then notice. Persons holding any assets or effects of the said deceased are required to duly account for or hand over the same to the said executors within the said period.—Dated this 24th day of November, 1879.

JOHN DAVIES, Denbigh, Solicitor for the said Executors.

JOHN HENRY DAVY, Deceased.

Pursuant to Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claim against the estate of John Henry Davy, late of No. 137, Long-acre, in the county of Middlesex, Printer (who died on the 26th day of April, 1879, and to whose estate and effects administration was, on the 12th day of August, 1879, granted to Clara Elizabeth Davy, Spinster, Amy Emily Davy, Spinster, and Laura Ann Davy, Spinster, by and out of the Principal Registry of the Probate Division of the High Court of Justice), are requested to send, in writing, the particulars of their claims to the undersigned, on or before the 15th day of January next, after which date the assets of the said deceased will be distributed, regard being had only to the claims of which notice shall have been given.—Dated the 26th day of November, 1879.

J. and R. GOLE, 4, Lime-street, London, E.C., Solicitors.

EDITH MASSON, Deceased.

Pursuant to Statute 22nd and 23rd Victoria, cap. 35.

NOTICE is hereby given, that all persons having any claim against the estate of Edith Masson, late of No. 3, Burnt Ash-hill, Lee, in the county of Kent, Spinster (who died on the 8th July, 1879, and whose will, with a codicil, was proved on the 30th October, 1879, in the Principal Registry of the Probate Division of the High Court of Justice, by Herbert Masson, the surviving executor named in the said will, and Francis Thomas Tyars, the executor named in the said codicil), are requested to send, in writing, the particulars of their claims to the undersigned, on or before the 15th January next; after which date the said executors will distribute the assets of the said deceased, having regard only to the claims of which they shall have had notice.—Dated the 26th day of November, 1879.

J. and R. GOLE, 4, Lime-street, London, E.C., Solicitors for the Executors.

THOMAS HARVEY KEARSLEY, Esq., Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors of Thomas Harvey Kearsley, late of 38, Green-street, Grosvenor-square, in the county of Middlesex, and of the Cedars, Sunninghill, in the county of Berks, Esq., deceased (who died at the Cedars, Sunninghill aforesaid, on the 29th day of October, 1879, and whose will was proved by the executors, Hickson Ferguson and Walter John Coulson, Esqrs., in the Principal Registry to the Probate Division of the High

Court of Justice, on the 24th day of November, 1879), are required to send 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, to Mr. Thomas Gemmell, of the firm of Messrs. Park Nelson, Morgan, Ponsonby, and Gemmell, the Solicitors of the said executors, at their office, No. 11, Essex-street, Strand, London, on or before the 1st day of January, 1880, after which date the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice.—Dated this 25th day of November, 1879.

PARK NELSON, MORGAN, PONSONBY, and GEMMELL, 11, Essex-street, Strand, Solicitors for the said Executors.

JOHN SYMONDS, 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 persons having any claims and demands upon or against the estate of John Symonds, late of Dotterell Hall Farm, in the parish of Balesham, in the county of Cambridge, Farmer, deceased (who died on the 3rd day of August, 1879, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Peterborough, on the 22nd day of October, 1879, by Charles John Symonds and George Symonds, both of Balesham aforesaid, Farmers, and Thomas Rush, of Babraham, in the said county, Farmer, the executors therein named), are hereby required to send, on or before Saturday, the 17th day of January, 1880, the particulars, in writing, of their claims and demands to us the undersigned, Solicitors for the said executors, and that after the said Saturday, the 17th day of January, 1880, the said executors will proceed to distribute the assets of the said John Symonds, deceased, having regard only to the claims and demands of which they shall then have had notice, and they will not be liable to any person or persons of whose claims and demands they shall not then have received notice.—Dated this 24th day of November, 1879.

FRANCIS and FRANCIS, Cambridge, Solicitors.

SAMUEL GRAY, the Elder, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Samuel Gray the elder, late of Harborne, in the county of Stafford, Farmer, deceased (who died on or about the 20th day of May last, and whose will and codicils were proved by his son, Samuel Gray, of Harborne aforesaid, Greengrocer, and Thomas Gray, of Victoria-buildings, in Cathcart-street, at Vauxhall, in the parish of Aston, near Birmingham, in the county of Warwick, Painter, the executors therein named, on the 18th day of September last, in the District Registry of the Probate Division of the High Court of Justice at Lichfield), are hereby required to send in the particulars of their claims or demands to me, the undersigned, Solicitor for the said executors, on or before the 1st day of January next; and notice is also hereby given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice, and that they will not after that time 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 25th day of November, 1879.

L. PEMBERTON ROWLEY, 12, Temple-row, Birmingham, Solicitor for the Executors.

PAUL SCHELL, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt or claim upon or against the estate of Paul Schell, late of 68, Kentish Town-road, and Cleveland-mews, Fitzroy-square, both in the county of Middlesex, Cabinet Maker, deceased (who died on the 4th day of July, 1879, at 68, Kentish Town-road aforesaid, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 2nd day of August, 1879, by Thomas Tilbury and David Witt, the executors therein named), are hereby required, on or before the 25th day of January, 1880, to send particulars of their claim to me, the undersigned, Solicitor for the said executors, and in default thereof the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and the said executors will not be liable for the assets so distrib-

buted, or any part thereof, to any person or persons of whose claim they shall not then have had such notice as aforesaid.—Dated this 26th day of November, 1879.

H. S. SMITH, 8, Staple-inn, London, Solicitor for the said Executors.

FRANCES ANNE SMITH, 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 the estate of Frances Anne Smith, late of No. 9, Gloucester-terrace, Hyde Park, in the county of Middlesex, Widow, deceased (who died on the 10th day of September, 1879, and whose will was proved on the 15th day of October, 1879, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Thomas Wright Watson, of the Cottage, Lubenham, in the county of Leicester, Esq., one of the executors in the said will named), are hereby required to send in the particulars of such claims or demands to the said executor, at the office of Mr. Edward Bromley, 43, Bedford-row, London, W.C., on or before the 15th day of January, 1880, after which day the said executor will proceed to distribute the assets of the said testatrix amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executor shall then have notice, and the said executor will not be answerable or liable for the assets, or any part thereof, so distributed to any person or persons of whose claims or demands he shall not then have had notice.—Dated this 22nd day of November, 1879.

EDWARD BROMLEY, 43, Bedford-row, London, W.C., Solicitor for the said Executor.

JOHN VICKERS HARRISON, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Vickers Harrison, late of No. 5, Steward's-terrace, Battersea Park, in the county of Surrey, Painter (who died on the 27th day of June, 1879, intestate, letters of administration being granted to Walter David Jones, the natural and lawful son of Anne Jones, Widow, the natural and lawful sister and one of the next-of-kin of the said intestate, on the 21st day of November, 1879), are hereby required to send in the particulars of their debts, claims, and demands to us, the undersigned, Solicitors for the said Walter David Jones, on or before the 31st day of December, 1879, after which time the said Walter David Jones will proceed to distribute the assets of the said John Vickers Harrison among the parties thereto entitled, having regard to the debts, claims, or demands only of which we, his said Solicitors, shall then have had notice; and he will not after that time be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 26th day of November, 1879.

WHATELEY, MILWARD, and WHITEHEAD, 40, Chancery-lane, London, W.C., Solicitors for the said Walter David Jones.

WILLIAM HARRIS, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of William Harris, late of No. 71, Church-street, Croydon, in the county of Surrey, formerly a Builder, but retired from business (who died on the 4th day of June, 1878, and whose will was proved on the 24th day of October, 1878, by Roland Haddock, of Croydon aforesaid, Auctioneer, the sole executor therein named, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send to the undersigned, who are Solicitors for the said executor, on or before the 28th day of January, 1880, the particulars of their claims or demands, after which date the said executor will distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims or demands of which the said executor shall then have had notice; and he will not be liable for the assets so distributed to any person of whose claim or demand he shall not then have had notice.—Dated the 26th day of November, 1879.

DRUMMONDS, ROBINSON, and TILL, Croydon, Surrey, Solicitors.

The Reverend JULIUS DEEDES, 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 claim or demand against the estate of the late Julius Deedes, of the Vicarage, Marden,

Kent, are required to send the particulars of their claims to us, the Solicitors for the executrix of the will of the deceased, on or before the 14th day of January next, and in default thereof the executrix will proceed to distribute the assets of the said testator, and will not be liable for the assets so distributed to any person of whose claim she shall not have had notice.—Dated this 27th of November, 1879.

PHILPOTT and WOOD, Cranbrook, Kent, Solicitors for the Executrix.

JANE ROWE, Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Jane Rowe, late of No. 96, Rotherfield-street, in the parish of St. Mary, Islington, in the county of Middlesex, Spinster, deceased (who died on the 15th day of July, 1879, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 30th day of July, 1879, by Nathaniel Henry Clifton, the executor therein named), are required to send particulars of their debts, claims, and demands to us the undersigned, Solicitors for the said executor, at our office, No. 4, Great St. Thomas Apostle, Queen-street, in the city of London, on or before the 31st day of December next, at the expiration of which time the said executor will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice; and the said executor will not be liable for the assets, or any part thereof, so distributed to any persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 26th day of November, 1879.

TIPPETTS, SON, and TICKLE, 4, Great St. Thomas Apostle, Queen-street, Cheapside, London, E.C., Solicitors for the said Executor.

HENRY JAMES GIBSON, Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against or affecting the estate of Henry James Gibson, late of No. 9, Mincing-lane, in the city of London, and of the Caledonian Hotel, No. 1, Robert-street, Adelphi, in the county of Middlesex, Iron and Chemical Merchant, deceased (who died on the 9th day of October, 1879, and to whose personal estate Letters of Administration were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, to Thomas James Gibson, on the 30th day of October, 1879), are required to send particulars of their debts, claims, and demands to us the undersigned, Solicitors for the said administrator, at our office, No. 4, Great St. Thomas Apostle, Queen-street, in the city of London, on or before the 31st day of December next, at the expiration of which time the said administrator will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which he shall then have had notice; and the said administrator will not be liable for the assets, or any part thereof, so distributed to any persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 26th day of November, 1879.

TIPPETTS, SON, and TICKLE, 4, Great St. Thomas Apostle, Queen-street, Cheapside, London, E.C., Solicitors for the said Administrator.

GEORGE WOODWARD, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of George Woodward, late of Hartham Lodge, Hartham-road, West Holloway, in the county of Middlesex, and 11, Commercial-road, Whitechapel, in the said county of Middlesex, Wholesale Grocer, deceased, trading under the style or firm of J. Ibbettson and Co., (who died on the 14th day of October, 1879, and whose will, with one codicil, was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 21st day of November, 1879, by George Golding Woodward, of 11, Commercial-road aforesaid, and Walter Spencer Chapman, of 62, Aldersgate-street, in the city of London, the executors named in the said will and codicil), are hereby required to send in the particulars of their debts, claims, and demands to the said executors, at the office of their Solicitors, Messrs. Carter and Bell, 5, Eastcheap, London, E.C., on or before the 31st day of December, 1879, after the expiration of which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having

regard only to the claims and demands of which the said executors shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not have had such notice as aforesaid.—Dated this 25th day of November, 1879.

CARTER and BELL, Solicitors for the said Executors.

GEORGINA LUCY GRADY, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims or demands upon or against the estate of Georgina Lucy Grady, late of Elton, in the county of Limerick, in Ireland, and of No. 80, Barton-street, in the city of Gloucester, Spinster, deceased (who died on the 3rd day of December, 1877, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 1st day of February, 1878, by Richard Seymour Guinness, of No. 17, College-green, in the city of Dublin, Banker, the executor therein named); are hereby required to send particulars, in writing, of their debts, claims, or demands to the undersigned, Solicitor for the said executor, on or before the 31st day of December, 1879, after which day the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executor shall then have had notice; and he will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated this 26th day of November, 1879.

W. T. MANNING, 20, Great George-street, Westminster, Solicitor for Richard Seymour Guinness, the said Executor.

CHARLES MILLS, Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Charles Mills, late of Skittles-lane, Plumstead, in the county of Kent, Farmer and Grazier, deceased (who died on the 20th day of December, 1878, and whose will was proved on the 10th day of February, 1879, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Edward Cook and William Theodore Page, the executors therein named), are hereby required to send in the particulars of such claims or demands to the said executors, at the offices of Messrs. G. F. Hudson, Matthews, and Co., Solicitors, 23, Bucklersbury, E.C., on or before the 20th day of December, 1879, after which day the said executors will proceed to dispose of and distribute the estate of the said deceased, without regard to the debts or claims of which the said executor shall not then have received notice; and all persons owing any debt or money to the estate of the said deceased are requested to pay the same forthwith to the said Messrs. G. F. Hudson, Matthews, and Co.—Dated the 26th day of November, 1879.

G. F. HUDSON, MATTHEWS, and CO., 23, Bucklersbury, E.C., Solicitors for the said Executors.

ANNE ELIZA GREEN, 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 claim or demand against the estate of Anne Eliza Green, late of the Mount, Hadley, in the county of Middlesex, Widow (who died on the 17th day of September, 1879, and whose will was proved on the 25th day of October, 1879, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by William Henry Freeman and Charles Norris Wilde, the executors therein named), are required to send particulars of their debts or claims, on or before the 7th day of January, 1880, to Messrs. Wilde, Berger, Moore, and Wilde, of 21, College-hill, in the city of London, Solicitors for the said executors; and notice is hereby given, that after the said 7th day of January, 1880, the said executors will proceed to distribute the assets of the said Anne Eliza Green among the parties entitled thereto, having regard to the claims of which the said executors may then have had notice; and they will not be answerable or liable for the assets so distributed, or any part thereof, to any persons of whose claims they shall not then have had notice.—Dated this 25th day of November, 1879.

WILDE, BERGER, MOORE, and WILDE, Solicitors for the said Executors.

MARY SCOTT, Deceased.

Pursuant to Act of Parliament 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demand upon or against the estate of Mary Scott, late of Newport, in the county of Salop, Spinster (who died on the 21st day of March, 1879, and whose will was proved in the Shrewsbury District Registry of the Probate Division of the High Court of Justice on the 10th day of April, 1879, by Richard Pooler, of Newport aforesaid, Auctioneer, the executor therein named), are hereby required to send, in writing, particulars of their claims to me, the undersigned, his Solicitor, on or before the 26th day of December next, after which date the said executor will proceed to distribute the assets of the said testatrix amongst the parties entitled thereto, having regard to the claims of which he shall then have had notice; and that the said executor will not be liable or accountable for the assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice.—Dated this 25th day of November, 1879.

R. N. HEANE, Newport, Salop, Solicitor for the Executor.

THOMAS WILSON, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of her present Majesty, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Thomas Wilson, late of Coney Green, in the parish of Northwingfield, in the county of Derby, Yeoman, deceased (who died on the 23rd day of October, 1879, and whose will was proved by William Wilson and Thomas Wilkinson, the executors therein named, on the 19th day of November, 1879, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are hereby required to send in the particulars of their claims or demands to the said William Wilson and Thomas Wilkinson, or to the undersigned, their Solicitors, on or before the 31st day of December, 1879. And notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice, and that they will not be liable for the assets, or any part thereof, so distributed, to any person of whose debt or claim they shall not then have had notice.—Dated this 25th day of November, 1879.

JONES and MIDDLETON, 32, Gluman-gate, Chesterfield, Solicitors for the Executors.

Dr. CLEMENT WILLIAMS, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Clement Williams, late of Rangoon, British Burmah, but formerly of Saint Decumans, in the county of Somerset, Surgeon (who died on the 26th day of June, 1879, and whose will and codicil were proved in the Principal Registry of the Probate, Divorce, and Admiralty Division of Her Majesty's High Court of Justice, on the 14th day of November, 1879, by John Walter Williams, one of the executors named in the said will and codicil), are hereby required to send in the particulars of their debts, claims, and demands to me, the undersigned, Solicitor for the said executor, on or before the 10th day of January, 1880, after the expiration of which time the executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not have had such notice as aforesaid.—Dated this 20th day of November, 1879.

ARNOLD E. WILLIAMS, the Vestry House, Laurence Pountney Hill, London, E.C., Solicitor for the said Executor.

EMANUEL HOLE, Deceased.

Notice, pursuant to the 22nd and 23rd Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Emanuel Hole, late of West Park Cottage, in the parish of Broadwoodwiger, in the county of Devon, Retired Farmer, deceased (who died on the 3rd day of September, 1879, and whose will was proved in the Principal Registry of the Probate Division of the High

Court of Justice, on the 18th day of November, 1879, by Emanuel Hole, of Goatacre, in the said parish of Broadwoodwidge, the sole executor therein named), are requested to send particulars, in writing, of such claims or demands to Messrs. White and Dingley, of Launceston, in the county of Cornwall, the Solicitors of the said executor, on or before the 31st day of December, 1879, after which time the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which he shall then have received notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person or persons whomsoever of whose debt, claim, or demand he shall not then have had notice.—Dated this 25th day of November, 1879.

WHITE and DINGLEY, Launceston, Solicitors for the above-named Executor.

WILLIAM HEADINGTON, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chap. 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of William Headington, late of Paley-street Farm, White Waltham, near Maidenhead, of Wake's Farm, White Waltham, of White House Farm, White Waltham, and of Mount Skippets Farm, Bray, near Maidenhead, all in the county of Berks, Farmer (who died on the 20th day of January, 1879, and whose will was, on the 27th day of February, 1879, proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Caroline Frances Headington, of Paley-street Farm, White Waltham aforesaid, the Widow of the said deceased, Charles Headington, of Remenham Farm, near Henley-on-Thames, in the said county of Berks, Farmer, and Walter Yates Draper, of No. 27, Southampton-street, Strand, in the county of Middlesex, Fruit Salesman, executrix and executors named in the said will), are required to send, in writing, the particulars of their debts, claims, and demands to us, the undersigned, Messrs. Clutton and Haines, the Solicitors for the said executrix and executors, on or before the 26th day of December, 1879, after the expiration of which time the said executrix and executors will proceed to distribute the estate of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which the said executrix and executors shall then have received notice; and that they will not be liable or answerable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 25th day of November, 1879.

CLUTTON and HAINES, 10, Serjeants'-inn, Fleet-street, E.C., Solicitors for the said Executrix and Executors.

WILLIAM BUNN, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of William Bunn, late of the Boltons, Ipswich, in the county of Suffolk, Gentleman (who died on the 12th day of June, 1879, and whose will, with two codicils thereto, was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Ipswich aforesaid, on the 2nd day of July, 1879, by Sterling Westhorp, of Ipswich aforesaid, Gentleman, and Arthur Edward Bunn, of Ipswich aforesaid, Gentleman, the executors named in the said will), are hereby required to send the particulars of their claims or demands to me, the said Sterling Westhorp, at my office, No. 32, Museum-street, in Ipswich aforesaid, on or before the 7th day of January next. And notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1879.

STERLING WESTHORN, 32, Museum-street, Ipswich, Solicitor, one of the said Executors.

ELIZABETH GOSNALL NEWSON, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Elizabeth Gosnall Newson, late of No. 203, Woodbridge road, Ipswich, in the county of Suffolk, Widow

(who died on the 24th day of August, 1879, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Ipswich aforesaid, on the 1st day of September, 1879, by Martin Crannis, of Saint Margaret's Green, Ipswich aforesaid, Auctioneer, one of the executors therein named), are hereby required to send the particulars of their claims or demands to me, the undersigned, Sterling Westhorp, of No. 32, Museum-street, in Ipswich aforesaid, the Solicitor for the said executor, on or before the 7th day of January next. And notice is hereby also given, that after that day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executor shall then have notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 21st day of November, 1879.

STERLING WESTHORN, 32, Museum-street, Ipswich, Solicitor for the said Executor.

The Reverend JAMES HENRY HENDERSON, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of the Reverend James Henry Henderson, late of the parish of St. Mary, Stoke, Ipswich, in the county of Suffolk, Clerk (who died on the 18th day of October, 1879, and whose will was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Ipswich aforesaid, on the 17th day of November, 1879, by George Henderson, of The Rectory, St. Mary Stoke, Ipswich aforesaid, Esq., and Henry Philipse Henderson, of No. 9, Woodbine-terrace, Headingley, Leeds, in the county of York, Esq., the executors therein named), are hereby required to send the particulars of their claims or demands to me, the undersigned, Sterling Westhorp, of No. 32, Museum-street, in Ipswich aforesaid, the Solicitor for the said executors, on or before the 7th day of January next. And notice is hereby also given, that after that day the said executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 21st day of November, 1879.

STERLING WESTHORN, 32, Museum-street, Ipswich, Solicitor for the said Executors.

HENRY HARRIS, Esq., Deceased.

Pursuant to the Act of Parliament 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of Henry Harris, late of No. 126, Leadenhall-street, in the city of London, and of Sussex Villa, Streatham, in the county of Surrey, East India Agent and Outfitter, in partnership with, and carrying on business under the style or firm of Maynard, Harris, and Co., deceased (who died on the 7th day of August, 1879, and whose will, with a codicil thereto, was proved on the 29th day of September, 1879, by Theophilus Goodwin, Peter Paget, and Charles Holbrook, three of the executors therein named, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice), are required to send particulars of their debts, claims, or demands, on or before the 31st day of January, 1880, to me, the said Charles Holbrook, at 141, Cheapside, London; and notice is hereby given, that after the said 31st day of January, 1880, the said executors will proceed to distribute the assets of the said Henry Harris among the parties entitled thereto, having regard only to the debts and claims of which the said executors may then have had notice; and they will not be answerable or liable for the assets so distributed, or any part thereof, to any person of whose claim they shall not then have had notice.—Dated this 24th day of November, 1879.

CHAS. HOLBROOK, 141, Cheapside, London, Executor.

Lieutenant-Colonel ALLAN NOBLE ADAMS, 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 creditors and other persons having any debts, claims, or demands upon or against the estate of Allan Noble Adams, late of Saint Helen's, Union-grove, Clapham, in the county of Surrey, and Junior United Service Club, Charles-street, St. James', in the county of Middlesex, a Retired Lieutenant-Colonel

in Her Majesty's Army (who died at Saint Helen's, Union-grove, Clapham aforesaid, on the 29th day of August, 1879, and to whose estate letters of administration were granted by the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 14th day of November, 1879, to Edward Beatty, of Saint Helen's, Union-grove, Clapham, in the county of Surrey aforesaid, Clerk in Her Majesty's Civil Service), are required, on or before the 20th day of December next, to send particulars, in writing, of such debts, claims, or demands to us, the undersigned, the Solicitors for the said administrator, after which day the said administrator 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; the said administrator will not be answerable or liable for the assets so distributed, or any part thereof, to any person or persons of whose debts, claims, or demands he shall not then have had notice.—Dated this 24th day of November, 1879.

SAUNDERS, HAWKSFORD and BENNETT,
27, King-street, Cheapside, London, Solicitors
for the said Administrator.

Re JAMES WILLIAM WYNNE HUGHES, 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 James William Wynne Hughes, late of Henblas, in the parish of Clocaenog, in the county of Denbigh, Gentleman, deceased (who died on or about the 6th day of November, 1879, and whose will was proved by Augustus Edward Davies, of St. Asaph, in the county of Flint, one of the executors therein named, on the 18th day of November, 1879, in the District Registry of the Probate Division of the High Court of Justice at St. Asaph), are hereby required to send in the particulars of their claims and demands to the undersigned, the Solicitors of the said Augustus Edward Davies, on or before the 1st day of January next; and notice is hereby also given, that after that day the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which the said executor shall then have notice; and that he will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim he shall not then have had notice.—Dated this 26th day of November, 1879.

LLOYD and ROBERTS, 23, Well-street, Ruthin,
Solicitors for the Executor.

JOHN BEALING, 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 Real Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of John Bealing, formerly of Whittington, in the county of Stafford, Retail Brewer, but late of St. John-street, Lichfield, in the said county, deceased (who died on or about the 1st day of July, 1879, and whose will was proved by Vernon Bower, of Birmingham, in the county of Warwick, Solicitor, and Thomas Hurd, of Lichfield, in the county of Stafford aforesaid, Licensed Victualler, the executors therein named, on the 24th day of July, 1879, in the Lichfield District Registry of the Probate Division of the High Court of Justice), are hereby requested to send in particulars of their claims and demands to the said Vernon Bower and Thomas Hurd, or to the undersigned, their Solicitors, on or before the 25th day of December, 1879; and notice is hereby also given, that after that day 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 the said executors shall then have notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice.—Dated this 20th day of November, 1879.

BOWER, PRICE, and SON, 36, Paradise-street,
Birmingham, Solicitors for the Executors.

JAMES ORTON, Deceased.

Pursuant to the Statute 22 and 23 Vic., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of James Orton, late of No. 3, Sherboro-road, Stamford Hill, in the county of Middlesex, and formerly of No. 1, Queen-street, Pitfield-street, Hoxton, in the

No. 24787.

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same county, Brushmaker, deceased (who died on the 26th day of October, 1879, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 20th day of November, 1879; by Richard Thomas Simmons, of No. 5, Aske-street, Pitfield-street, Hoxton aforesaid, one of the executors therein named), are required to send in particulars thereof to the undersigned, on or before the 31st day of December, 1879, after which day the executor will distribute the assets of the deceased, having regard only to the claims of which he shall have had notice; and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim he shall not then have had notice.—Dated this 24th day of November, 1879.

ELWES and SHARPE, 8, Fumival's-inn, Holborn,
E.C., Solicitors for the said Executor.

ROBERT KIDD, Deceased.

Pursuant to Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that all persons having claims against the estate of Robert Kidd, late of North Shields, in the county of Northumberland, Solicitor (who died on the 17th September, 1879, and whose will was proved on the 8th November, 1879, in the District Registry at Newcastle-upon-Tyne of the Probate Division of the High Court of Justice by the executor therein named), are hereby required to send, in writing, the particulars of their claims to us, the undersigned, Solicitors of the said executor, on or before the 1st day of February next, after which time the executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which he shall then have had notice.—Dated this 22nd day of November, 1879.

INGLEDEW and DAGGETT, 3, Dean-street,
Newcastle-upon-Tyne.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action Oakden v. Oakden, 1879, O., 3, with the approbation of the Vice-Chancellor Sir Richard Malins, in four lots, by Mr. Henry Daniel Holyoak, the person appointed by the said Judge, at the Crown Inn, situate at Waterhouses, in the county of Stafford, on Wednesday, the 28th day of January, 1880, at five for six o'clock in the afternoon:—

Certain freehold property, consisting of an estate containing 26A. 3R. 22P. or thereabouts, two cottages, a lime kiln and quarry, and certain closes of meadow land, situate at Cauldon, and Waterhouses, in the county of Stafford.

Plan and particulars and conditions of sale may be obtained (gratis) at the place of sale; of Messrs. Holland and Rigby, Solicitors, Ashborne, Derbyshire; of S. B. Somerville, Esq., Solicitor, 48, Lincoln's-inn-fields, London, and of the Auctioneer, at his offices in Ashborne aforesaid.

In the High Court of Justice.—Chancery Division.

Re Gay's Settled Estates.

THE freehold and small part copyhold public-house called the Three Colts, Cambridge-road, Mile End, Middlesex, with the shed behind the same, and 2 houses, Nos. 199 and 203, in Cambridge-road, 4 freehold houses, Nos. 9, 10, 11, and 12, High-street, Stepney, Middlesex, 2 freehold houses, Nos. 55 and 57, Mile End-road, a freehold beer-shop, known as the Old Gun Boat, situate in High-street, Shadwell, a freehold public-house, called the King William the Fourth, with house and premises adjoining, situate in Wellington-street, Deptford, Kent, and undivided moieties of the leasehold premises, Nos. 53 and 53A, Mile End-road, of 2 freehold houses, Nos. 231 and 233½, High-street, Shadwell, and of the freehold house, No. 89, Saint George's-street, Ratcliff, Middlesex, will, pursuant to an Order made in the above matter, be offered for sale by auction by Messrs. Elgood (with the approbation of the Vice-Chancellor Hall), at the Auction Mart, Tokenhouse-yard, on Tuesday, the 16th December, 1879, at two o'clock in the afternoon precisely.

The several properties may be viewed by leave of the tenants, and printed particulars and conditions of sale may be had (gratis) of Messrs. Gush and Phillips, Solicitors, No. 3, Finsbury-circus, London; of Messrs. Heather and Son's Solicitors, 17, Paternoster-row; of Mr. James Harling, of No. 66, Bishopsgate-street Within, London, Estate Agent; at the Auction Mart; and of Messrs. Elgood, Auctioneers, &c., 4, Vere-street, W.

Governments and Guaranteed Securities Permanent Trust.

In the High Court of Justice.—Chancery Division.

Master of the Rolls.—Sykes v. Beadon.—1877, S., 158.

NOTICE is hereby given, that by a Judgment of his Lordship the Master of the Rolls in the above action, dated the 5th day of May, 1879, his Lordship did order that the affairs of the Governments and Guaranteed Securities Permanent Trust, in the pleadings mentioned;

be wound up, and did order (inter alia) that an enquiry be made what property, stocks, shares, funds, and securities purporting to be subject to the provisions of the deed, dated the 20th September, 1872, in the pleadings mentioned, were then in the possession or power of the defendants, Sir Cecil Beadon, Knt., Richard Pryce Harrison, Francis Webb Shields, Roger William Wilbraham, and Sir William Palliser, Knt., or any and which of them, and in what place or places the same were deposited, and what persons were respectively entitled to the same property, stocks, shares, and securities, and in what shares; and notice is hereby given, that all persons or corporations claiming to be entitled as the holder or holders of certificates of the said Trust, or otherwise to participate in the distribution of the said respective stocks, shares, funds, and securities, are required, on or before the 31st day of December, 1879, to send their names and addresses, and the numbers of their certificates, and particulars of their claims to Sir Cecil Beadon, Knt., Mr. Richard Pryce Harrison, and Mr. John Anthony Keys, of 7, Billiter-square, in the city of London, the Receivers appointed in this action, and, if so required, by notice in writing from the said Receivers, are, by their Solicitors, to come in and prove their said claims at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such claims are proved. Friday, the 16th day of January, 1880, at eleven o'clock in the forenoon, at the said chambers, is appointed for the hearing and adjudication upon the debts and claims.—Dated this 22nd day of November, 1879.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of Cornelius William Chase, deceased, *Betts v. Chase*, 1879, C., 228, the creditors of Cornelius William Chase, late of Birmingham, in the county of Warwick, Bookseller and Stationer, deceased, who died in or about the month of March, 1879, are, on or before the 26th day of December, 1879, to send by post, prepaid, to John Woolston Burman, of the firm of Burman and Crompton, of Birmingham aforesaid, the Solicitors of the defendant, Sarah Chase, Widow, the executrix of the said Cornelius William Chase, 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 Judgment. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, in Rolls-yard, Chancery-lane, Middlesex, on Tuesday, the 13th day of January, 1880, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 20th day of November, 1879.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of James Samuel Burslem, deceased, *Burslem v. Burslem*, 1879, B., 442, the creditors of James Samuel Burslem, late of South Hill House, Claygate, near Esher, in the county of Surrey, Gentleman, who died on or about the 6th day of August, 1879, are, on or before the 31st day of December, 1879, to send by post, prepaid, to Mr. William Hale, a member of the firm of Young, Jones, Roberts, and Hale, of 2, St. Mildred's-court, Poultry, in the city of London, the Solicitors of the defendant, Thomas Burslem, the administrator of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in Rolls-yard, Chancery-lane, Middlesex, on Thursday, the 15th day of January, 1880, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 26th day of November, 1879.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of Charles Rollinson, deceased, the Wakefield and Barnsley Union Bank against Rollinson and another (1879, R., 243), the creditors of Charles Rollinson, late of Barnsley, in the county of York, Boot and Shoe Manufacturer, who died in or about the month of October, 1877, are, on or before the 29th day of December, 1879, to send by post, prepaid, to Mr. Benjamin Marshall, of Church-street, Barnsley aforesaid, a member of the firm of Marshall and Ownsworth, Solicitor of the defendants, John Rollinson and Edward Patterson, the executors of the said Charles Rollinson, 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 per-

emptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Master of the Rolls, at his chambers, situated in Rolls-yard, Chancery-lane, Middlesex, on Tuesday, the 13th day of January, 1880, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1879.

PURSUANT to an Order of the High Court of Justice, Chancery Division, Master of the Rolls, made in an action in the matter of the estate of Adolphus Erlebach, deceased, *Young v. Erlebach*, 1879, E., No. 122, the creditors of Adolphus Erlebach, late of No. 2, Ansell-villas, York-road, New Barnet, in the county of Hertford, and of Drysdale-street, Hoxton, in the county of Middlesex, Timber Merchant, deceased, who died in or about the month of September, 1879, are, on or before the 29th day of December, 1879, to send by post, prepaid, to Thomas Boulton, of No. 2, Gresham-buildings, Basinghall-street, in the city of London, the Solicitor of the defendant, Anne Agnes Erlebach, Widow, 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 13th day of January, 1880, at eleven o'clock in the forenoon, being the time appointed for adjudicating on the claims.—Dated this 26th day of November, 1879.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in the matter of the estate of Aishley Petty, deceased, and in an action *Moxham and another, against Froud and others*, 1877, P., 3, the creditors of Aishley Petty, late of Nightingale-grove, Freemantle, in the county of Southampton, Gentleman, who died in or about the month of February, 1870, are, on or before the 20th day of December, 1879, to send by post, prepaid, to Mr. Richard Seward Pearce, of the firm of Pearce, Paris, and Smith, of Southampton, the Solicitors of the executors, 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 Judgment. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 12, Staple-inn, Holborn, Middlesex, on Thursday, the 8th day of January, 1880, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 20th day of November, 1879.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in a cause of John Symons Cator, on behalf of himself and all other the creditors of Thomas Holland Thompson, deceased, against Clara Hayward, Spinster, and William Thompson, the creditors of Thomas Holland Thompson, late of Albert-mews, Gloucester-road, Kensington, in the county of Middlesex, Job Master, who died in or about the month of April, 1878, are, on or before the 31st day of December, 1879, to send by post, prepaid, to Mr. Henry Corbin Weld, of the firm of Messrs. Dixon and Co., of No. 10, Bedford-row, in the county of Middlesex, the Solicitors of the defendant, William Thompson, the executor of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 12, Staple-inn, Middlesex, on Tuesday, the 13th day of January, 1880, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1879.

PURSUANT to an Order of the High Court of Justice, made in the matter of the estate of Richard Kirby Frankish, and in an action *Thompson v. Parnell*, 1879, F., No. 171, the creditors of Richard Kirby Frankish, late of Scarborough, in the county of York, Auctioneer, who died in or about the month of June, 1879, are, on or before the 31st day of December, 1879, to send by post, prepaid, to Mr. William Drawbridge, of the firm of Drawbridge and Rowntree, of Scarborough, in the county of York, Solicitors for the defendant, Thomas Parnell, the executor of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 12, Staple Inn, Chancery-lane, Middlesex, on the 13th day of January, 1880, at

twelve o'clock at noon, being the time appointed for adjudication on the claims.—Dated this 24th day of November, 1879.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of William Wood Pilcher, late of the parish of Saint Margarets-at-Cliffe, in the county of Kent, Farmer, deceased, and in an action Temple against Pilcher, 1879, P. 296, the creditors and other persons claiming debts or liabilities affecting the personal estate of the said William Wood Pilcher, who died in or about the month of January, 1869, are, on or before the 1st day of January, 1880, to send by post, prepaid, to Messrs White, Borrett, and Company, of No. 6, Whitehall-place, in the county of Middlesex, the Solicitors of the plaintiffs, Henry Temple and Gilbee Eastes, the surviving executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, situated No. 14, Chancery-lane, in the said county of Middlesex, on Wednesday, the 14th day of January, 1880, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 25th day of November, 1879.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of William Jamieson, late of City-chambers, Railway-approach, Fenchurch-street, in the city of London, and of Forest Hill, in the county of Kent, Ship Owner, deceased, and in a cause the Ship Owners' Equitable Mutual Insurance Association Limited against James Foote Gibb, the creditors of the said William Jamieson, deceased, who died in or about the month of May, 1879, are, on or before the 29th day of December, 1879, to send by post, prepaid, to Messrs. Lawless, Nelson, Jones, and Thomas, of 26, Martin's-lane, Cannon-street, London, the Solicitors of the defendant, James Foote Gibb, the legal personal representative of the estates and effects of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, situated No. 14, Chancery-lane, Middlesex, on Wednesday, the 14th day of January, 1880, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1879.

PURSUANT to an Order of the Chancery Division of the High Court of Justice, made in the matter of the estate of John Stewart, deceased, and in an action Hopkins v. Margetts, 1879, S. 339, the creditors of John Stewart, late of Stonesfield, in the county of Oxford, Gardener, deceased, who died on the 3rd day of January, 1879, are, on or before the 30th day of December, 1879, to send by post, prepaid, to Mr. Richard Berens Bradford Hawkins, of Woodstock, in the county of Oxford, the Solicitor of the defendants, William Margetts and John Rogers, the executors of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Charles Hall, at his chambers, situate at No. 14, Chancery-lane, in the county of Middlesex, on Saturday, the 10th day of January, 1880, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 19th day of November, 1879.

Martin Newton, Deceased.

PURSUANT to an Order of the Court of Chancery of the County Palatine of Lancaster, Manchester District, made on the 11th day of November, 1879, in the matter of the estate of Martin Newton, late of the city of Manchester, in the county of Lancaster, Sheriff's Officer, deceased, and in a cause Collins v. Newton, the creditors of the above-named Martin Newton, deceased, who died on or about the 7th day of July, 1879, are, by their Solicitors, on or before the 19th day of December, 1879, to come in and prove their debts or claims at the office of the Registrar for the Manchester District of the said Court of Chancery of the County Palatine of Lancaster, situate at Cross-street-chambers, 78, Cross-street, in the city of Manchester, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Thursday, the 22nd day of January, 1880, at eleven o'clock in the forenoon, at the said office, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1879.

COUNTY COURTS' JURISDICTION.

PURSUANT to an Order of the County Court of Leicestershire, holden at Ashby-de-la-Zouch, made in an action Lewin against Tebbett, the creditors of or claimants against the estate of Louisa Tebbett (formerly Louisa Lewin), late of Heather, in the county of Leicester, Innkeeper, who died in or about the month of February, 1879, are, on or before the 15th day of December, 1879, to send by post, prepaid, to the Registrar of the County Court of Leicestershire, holden at Ashby-de-la-Zouch, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them. In default thereof they may be excluded from any benefit in the estate. Every creditor holding any security is to produce or transmit the same to the Registrar aforesaid, on or before the 22nd day of December, 1879, at half-past ten o'clock in the forenoon, being the time appointed for adjudicating upon the claims.—Dated this 20th day of November, 1879.

W. P. DEWES, Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FINAL Dividend of 9d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Henry Douglas Kins, of Nos. 97, 99, and 101, Newington-causeway, in the county of Surrey, and of No. 115, New-street, Birmingham, in the county of Warwick, and of No. 61, Market-street, Manchester, in the county of Lancaster, and late of No. 149, Cheapside, in the city of London, and 257, Regent-street, in the county of Middlesex, and will be paid by me, at my office, No. 77, Gresham-street, in the city of London, on and after Monday, the 1st day of December, 1879, between the hours of eleven and two.—Dated the 27th day of November, 1879. JNO. F. LOVERING, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

A FIRST Dividend of 7s. 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by James William Elliott, of 96, George-street, 46, Clarendon-road, and 36, Conway-street, all in Cliftonville, Hove, and of 12, Preston-road, Brighton, all in the county of Sussex, Oil and Colour Man, and will be paid by me, at the offices of Messrs. Jackson and Browning, 9, Bucklersbury, in the city of London, on and after Monday, the 1st day of December, 1879, between the hours of eleven and three.—Dated this 27th day of November, 1879.

GEO. BROWNING, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

A FIRST and Final Dividend of 1s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Joseph Brown, of Amberley, in the county of Sussex, Lime Merchant and Farmer, and will be paid by me, at my office, No. 7, Union-street, Ship-street, Brighton, in the county of Sussex, forthwith.—Dated this 22nd day of November, 1879.

F. G. CLARK, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

A FIRST and Final Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Richard Penfold, of 1, Steine-gardens, Brighton, in the county of Sussex, Shoeing Smith, and will be paid by me, at my office, No. 7, Union-street, Ship-street, Brighton, in the county of Sussex, forthwith.—Dated this 24th day of November, 1879.

F. G. CLARK, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Maidstone.

A SECOND Dividend of 1s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Frederick Chambers Sugden Fraser, of Offham, in the county of Kent, Clerk in Holy Orders and Rector of Offham aforesaid, and will be paid forthwith, at the Kentish Bank, Maidstone.—Dated this 22nd day of November, 1879.

J. H. TURNER, Trustee.

The Bankruptcy Act, 1869.

A FIRST Dividend of 2s. 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Joseph Grimley, of No. 47, Sussex-road, Southport, in the county of Lancaster, Cabinet Maker and Furniture Broker, and will be paid by John Morris, at Devonshire-buildings, East Bank-street, Southport, on and after the 3rd day of December, 1879.—Dated this 20th day of November, 1879.

JOHN MORRIS,

HAMLET ALFRED BAYLEY, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ulverston and at Barrow-in-Furness.

A FIRST and Final Dividend of 3s. 1½d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Charles Smith, of 76, Church-street, Barrow-in-Furness, in the county of Lancaster, Coal Dealer, and will be paid by me, at my offices, Cornwallis-street, Barrow-in-Furness, forthwith.—Dated this 21st day of November, 1879.

ROBERT ELLIS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Reading.

A FIRST and Final Dividend of 4s. 9d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Henry Herbert, of Kidmore End, in the parish of Caversham, in the county of Oxford, Farmer, and will be paid by me, at the County Court Office, Reading, on and after the 4th day of December, 1879.—Dated this 25th day of November, 1879.

ARTHUR MASLEN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall.

A SECOND Dividend of 2s. 5d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Henry Worrall, of Caldmore-road, Walsall, in the county of Stafford, Saddler, and will be paid by me, at my office, the Bridge, Walsall, in the county of Stafford, on and after the 8th day of December, 1879.—Dated this 26th day of November, 1879.

THOS. H. FARRINGTON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

A DIVIDEND of 2s. 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Theodore George Tippetts, of Atherstone and Hartshill, both in the county of Warwick, Solicitor and Scrivener, and will be paid by me, at my office, situate at Atherstone aforesaid, on and after the 10th day of December, 1879, between the hours of ten in the forenoon and one o'clock in the afternoon.—Dated this 24th day of November, 1879.

CHARLES ROADKNIGHT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent.

A FIRST and Final Dividend of 6s. 2d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Borwell, of Saint Paul's-square, Burton-upon-Trent, in the county of Stafford, and the Britannia Foundry, Byrkley-street, Burton-upon-Trent aforesaid, Engineer and Ironfounder, and will be paid at my office, No. 179, Horninglow-street, Burton-upon-Trent, on and after Monday, the 1st day of December, 1879.—Dated this 25th day of November, 1879.

CHAS. HARRISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.

A FIRST Dividend of 10s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of John Moore, of Moorside Mill, Ecclehill, in the parish of Bradford, in the county of York, Worsted Spinner, and will be paid by me, at my offices, Albion-chambers, Hustlergate, Bradford aforesaid, on and after the 27th day of November, 1879.—Dated this 24th day of November, 1879.

R. R. PRIESTLEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesbrough.

A THIRD 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 William Thomas Ball, of No. 9, West-street, Middlesbrough, in the county of York, Corn, Flour and Provision Dealer, and will be paid by me, at the offices of the South Durham and North Yorkshire Wholesale Traders' Association Limited, 116, High-street, Stockton-on-Tees, in the county of Durham, on and after Friday, the 28th day of November, 1879, between the hours of nine o'clock in the forenoon and four o'clock in the afternoon.—Dated this 25th day of November, 1879.

WM. HARLAND, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the London Bankruptcy Court.

A FIRST and Final Dividend of 1s. 3d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of James

Bradnum, of No. 47, Hart-street, Covent Garden, Westminster, in the county of Middlesex, also of No. 24, Edge-street, New High-street, in the city of Manchester, also of No. 24, Mathew-street, Liverpool, in the county of Lancaster, and of No. 5, Humber-street, in the town and county of the town of Kingston-upon-Hull, Fruit Buyer and Agent, and residing at No. 38, Clarence-street, Cheetham, in the said county of Lancaster, and will be paid by me, at 63, King-street, Manchester, on and after the 28th day of November, 1879, between the hours of eleven o'clock in the forenoon and four o'clock in the afternoon.—Dated this 25th day of November, 1879.

CHARLES ERNEST KENDAL, Trustee.

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 Edwin Slater, of 16, Saint Ann's square, Manchester, in the county of Lancaster, and residing at Beech House and Heald-grove, Rusholme, near Manchester aforesaid.

A FIRST and Final Dividend of 4s. 4½d. in the pound has been declared, and will be paid to the country creditors on any day between the hours of twelve and one o'clock, at the offices of the undersigned, Solomon Murray, No. 25, Brazenose-street, Manchester, and to the London creditors, at the offices of Messrs. Nicholls and Leatherdale, No. 14, Old Jewry-chambers, London, E.C., on any Monday or Wednesday between the hours of ten and one o'clock, upon the production of the Dividend warrant, on and after the 28th day of November, 1879.—Dated this 26th day of November, 1879.

SOLOMON MURRAY,
FRANCIS NICHOLLS, 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 Ellen Maria Margaret Rhodes, formerly of No. 19, Spencer-street, Islington, in the county of Middlesex, Mantle Buyer and Manager for a Linendraper, then of No. 97, Saint Paul's-road, Highbury, in the county of Middlesex, Milliner and Dressmaker, and now of No. 122, Saint Paul's-road aforesaid, Milliner and Dressmaker.

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. 37, Bedford-row, in the county of Middlesex, on the 13th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1879.

ROBERT WILSON, Solicitor for the said Ellen Maria Margaret Rhodes.

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 Chappell, of No. 18, Dalyell-road, Stockwell, in the county of Surrey, but formerly of No. 39, Great Marlborough-street, in the county of Middlesex, trading in copartnership with Albert W. Harrison, under the style of T. Chappell, as Manufacturing Jewellers, but now of no occupation.

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 B. Bathurst Norman, No. 22, Great Marlborough-street, Regent-street, in the county of Middlesex, Solicitor, on the 12th day of December, 1879, at ten o'clock in the forenoon precisely.—Dated this 25th day of November, 1879.

GEO. B. BATHURST NORMAN, 22, Great Marlborough-street, Regent-street, London, W., Solicitor for the said Thomas Chappell.

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 Richard Johnstone, of the Infirmary, Bishop's-road, Bethnal Green, in the county of Middlesex, Surgeon.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hope and Co., Solicitors, 40, Chancery-lane, in the county of Middlesex, on the 8th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1879.

HOPE and CO., 40, Chancery-lane, 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 Henry Poole, William Church Poole, Samuel Poole, and Henry Edward Poole, all of 43, Johnson-street, Millbank, Westminster, in the county of Middlesex, and of Ipplepen, in the county of Devon, carrying on business in copartnership, under the style or firm of Henry Poole and Sons, as Marble and Stone Masons and Quarry Owners, and of Hubert John Poole [formerly one of the said firm of Henry Poole and Sons, but now] of 49, Vincent-square, Westminster aforesaid, Commercial Clerk, the said Henry Poole residing at 32, Smith-square, Westminster aforesaid, the said William Church Poole residing at 157, Grove-lane, Camberwell, in the county of Surrey, the said Samuel Poole and the said Henry Edward Poole residing at 43, Vincent-square, Westminster aforesaid.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named persons has been summoned to be held at the Law Institution, Chancery-lane, in the county of Middlesex, on the 16th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

PRIOR, BIGG, CHURCH, and ADAMS, 61, Lincoln's-inn-fields, Solicitors for the 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 Henry Poole, William Church Poole, Samuel Poole, and Henry Edward Poole, all of 43, Johnson-street, Millbank, Westminster, in the county of Middlesex, and of Ipplepen, in the county of Devon, carrying on business in copartnership under the style or firm of Henry Poole and Sons, as Marble and Stone Masons and Quarry Owners, and of Hubert John Poole [formerly one of the said firm of Henry Poole and Sons, but now] of 49, Vincent-square, Westminster aforesaid, Commercial Clerk, the said Henry Poole residing at 32, Smith-square, Westminster aforesaid, the said William Church Poole residing at 157, Grove-lane, Camberwell, in the county of Surrey, the said Samuel Poole and the said Henry Edward Poole residing at 43, Vincent-square, Westminster aforesaid.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named Henry Poole has been summoned to be held at the Law Institution, Chancery-lane, in the county of Middlesex, on the 16th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

PRIOR, BIGG, CHURCH, and ADAMS, 61, Lincoln's-inn-fields, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Poole, William Church Poole, Samuel Poole, and Henry Edward Poole, all of 43, Johnson-street, Millbank, Westminster, in the county of Middlesex, and of Ipplepen, in the county of Devon, carrying on business in copartnership under the style or firm of Henry Poole and Sons, as Marble and Stone Masons and Quarry Owners, and of Hubert John Poole [formerly one of the said firm of Henry Poole and Sons, but now] of 49, Vincent-square, Westminster aforesaid, Commercial Clerk, the said Henry Poole residing at 32, Smith-square, Westminster aforesaid, the said William Church Poole residing at 157, Grove-lane, Camberwell, in the county of Surrey, the said Samuel Poole and the said Henry Edward Poole residing at 43, Vincent-square, Westminster aforesaid.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named William Church Poole has been summoned to be held at the Law Institution, Chancery-lane, in the county of Middlesex, on the 16th day of December, 1879, at a quarter-past three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

PRIOR, BIGG, CHURCH, and ADAMS, 61, Lincoln's-inn-fields, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Poole, William Church Poole, Samuel Poole, and Henry Edward Poole, all of 43, Johnson-street, Millbank, Westminster, in the county of Middlesex, and of Ipplepen, in the county of Devon, carrying on business in copartnership, under the style or firm of Henry Poole and Sons, as Marble and Stone Masons and Quarry

Owners, and of Hubert John Poole [formerly one of the said firm of Henry Poole and Sons, but now] of 49, Vincent-square, Westminster aforesaid, Commercial Clerk, the said Henry Poole residing at 32, Smith-square, Westminster aforesaid, the said William Church Poole residing at 157, Grove-lane, Camberwell, in the county of Surrey, the said Samuel Poole and the said Henry Edward Poole residing at 43, Vincent-square, Westminster aforesaid.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named Samuel Poole has been summoned to be held at the Law Institution, Chancery-lane, in the county of Middlesex, on the 16th day of December, 1879, at half-past three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

PRIOR, BIGG, CHURCH, and ADAMS, 61, Lincoln's-inn-fields, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Poole, William Church Poole, Samuel Poole, and Henry Edward Poole, all of 43, Johnson-street, Millbank, Westminster, in the county of Middlesex, and of Ipplepen, in the county of Devon, carrying on business in copartnership, under the style or firm of Henry Poole and Sons, as Marble and Stone Masons and Quarry Owners, and of Hubert John Poole [formerly one of the said firm of Henry Poole and Sons, but now] of 49, Vincent-square, Westminster aforesaid, Commercial Clerk, the said Henry Poole residing at 32, Smith-square, Westminster aforesaid, the said William Church Poole residing at 157, Grove-lane, Camberwell, in the county of Surrey, the said Samuel Poole and the said Henry Edward Poole residing at 43, Vincent-square, Westminster aforesaid.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named Hubert John Poole has been summoned to be held at the Law Institution, Chancery-lane, in the county of Middlesex, on the 16th day of December, 1879, at a quarter to four o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

PRIOR, BIGG, CHURCH, and ADAMS, 61, Lincoln's-inn-fields, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Francis Banks, of No. 127, New North-road, Hoxton, in the county of Middlesex, and late of No. 7, Falcon-street, Falcon-square, in the city of London, Warehouseman, trading under the name, style, or firm of Banks 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 Clarence Hotel, No. 88, Aldersgate-street, in the city of London, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

HOULDERS, 6 and 7, Barbican, London, Solicitors for the said Frederick Francis Banks.

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 Caspar, of 1, Warner-street (formerly Portland-place), Great Dover-street, and of 231, New Kent-road, both in the county of Surrey, French Hat 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 1, Trinity square, Southwark, in the county of Surrey, on the 10th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

HICKLIN and WASHINGTON, 1, Trinity-square, Southwark, Solicitors for the said John Caspar.

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 Page, of No. 8, Trinity-square and 4½, Brookham-street, Newington, both in the county of Surrey, Carpenter and Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 1, Trinity-square, Southwark, in the county of Surrey, on the 9th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

HICKLIN and WASHINGTON, 1, Trinity-square, Southwark, 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 Thomas Fox, of No. 94, Ferndale-road, Brixton, in the county of Surrey, and of 6A, York-terrace, Clapham, in the county of Surrey, Printer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the debtor's printing office, 6A, York-terrace, Clapham, on the 10th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

A. HOWARD, Solicitor for the said Thomas Fox.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Roderick Edward Cherrill, trading as Triggs and Cherrill, of No. 28, Buckingham Palace-road, Pimlico, in the county of Middlesex, and of No. 11, Melrose-gardens, Shepherd's Bush-road, in the said county of Middlesex, Public-house Broker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Inns of Court Hotel, High Holborn, in the county of Middlesex, on the 16th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1879.

FINNIS and WYLIE, 19, Surrey-street, Strand, W.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 Robert William Futter, of 36, Wood-street, in the city of London, and residing at 11, Sylvester-road, Waltham-stow, in the county of Essex, and formerly residing at Craven Villa, Vicarage-road, Leyton, in the same county, Commercial Traveller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, 60, Saint Paul's-churchyard, in the city of London, on the 10th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1879.

PLUNKETT and LEADER, 60, St. Paul's-church-yard, London, 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 Samuel Dumbleton, of No. 9, Water-lane, in the city of London, and of 84, Bermondsey New-road, in the county of Surrey, Carman.

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. T. M. Cridge, No. 26, Bishopsgate-street Within, in the city of London, on the 8th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1879.

THOMAS M. CRIDGE, 26, Bishopsgate-street Within, London, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Lewis Foonk, of 25, Weaver-street, Bethnal Green, in the county of Middlesex, Grocer and Dealer in Provisions.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. H. W. Cattlin, 25, Wormwood-street, Old Broad-street, in the city of London, on the 4th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 12th day of November, 1879.

H. W. CATTLIN, 25, Wormwood-street, E.C., Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Benjamin Bailey, of No. 10, Yardley-street, Clerkenwell, in the county of Middlesex, formerly of No. 51, Long-lane, Smithfield, in the city of London, then trading as Bailey and Co., Ice Merchants, and lately trading as a

Chandler, at 10, Yardley-street aforesaid, but at present of no occupation.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Edward Kennedy, No. 13, Warwick-court, Gray's-inn, in the county of Middlesex, Solicitor, on the 11th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1879.

EDW. KENNEDY, 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 Edwin Alfred Caron, of No. 10 (late 37), De Beauvoir-crescent, Kingdland, in the county of Middlesex, Gelatine Maker.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Nevill Jourdain, of No. 45, Ludgate-hill, in the city of London, Solicitor, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

NEVILL JOURDAIN, 45, Ludgate-hill, London, E.C., Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Blitz, of 20, Maze-pond, Southwark, late of 2, Holmesdale-road, South Norwood, both in Surrey, Dealer in Sewing Machines and Railway 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. Lewis and Lewis, of 10, Ely-place, Holborn, Middlesex, on the 15th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

LEWIS and LEWIS, 10, Ely-place, Holborn, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isidore Abrahams the elder, of No. 33, Wilton-road, Pimlico, in the county of Middlesex, Hatter.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Lewis, 123, Chancery-lane, in the city of London, on the 5th (and not 4th, as erroneously printed in last Gazette) day of December, 1879, at ten o'clock in the forenoon precisely.—Dated this 20th day of November, 1879.

WM. MICKLETHWAIT, 3, Long-acre, Solicitor 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 Samuel Heath, late of 15, Irwell-street, Widnes, in the county of Lancaster, then of 101, Knutsford-road, Latchford, in the county of Chester, and now of Upper Ellesmere-street, Warrington, in the said county of Lancaster, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Ridgway and Worsley, Solicitors, No. 2, Cairo-street-chambers, Cairo-street, Warrington, in the county of Lancaster, on the 19th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1879.

RIDGWAY and WORSLEY, No. 2, Cairo-street-chambers, Cairo-street, Warrington, Solicitors for the said Samuel Heath.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Thompson, of No. 96, Montague-street, Blackburn, in the county of Lancaster, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Eli and Hancock Haworth, Solicitors, No. 7, Lord-street West, in Blackburn aforesaid, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

E. and B. HAWORTH, 7, Lord-street West, Blackburn, Solicitors for the said James Thompson.

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 Joseph Lancaster and Frederick Joseph Wilkinson, trading together under the style or firm of Lancaster and Wilkinson, of William-street, Varley-street, Oldham-road, Miles Platting, Manchester, in the county of Lancaster, Joiners, Builders, and Contractors.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the office of Messrs. John Hall and Son, Solicitors, 23, Fountain-street, Manchester, on the 10th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

JOHN HALL and SON, 23, Fountain-street, Manchester, Solicitors for the said Debtors.

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 Wilkinson, of No. 7, Freeholder's-terrace, Knutsford, in the county of Chester, Builder.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Ritson and Grundy, Solicitors, 1, Princess-street, in the city of Manchester, on the 3rd day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

RITSON and GRUNDY, 1, Princess-street, Manchester, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Bridgman Eskrigge, of No. 19, Corporation-street, Manchester, in the county of Lancaster, Cotton Agent, formerly living at No. 10, Gladstone-grove, Heaton Chapel, in the said county, and now living in rooms at No. 20, January-street, Brook-street, Manchester aforesaid.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the office of Norman Barron, Solicitor, 7, Chapel-walks, Manchester aforesaid, on the 3rd day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

NORMAN BARRON, 7, Chapel-walks, Manchester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Marsland, of 104, George-street, Altrincham, in the county of Chester, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Hinde, Milne, and Sudlow, situate at 7, Mount-street, Albert-square, in the city of Manchester, on the 22nd day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

NICHOLLS, HINDE, and CO., of Altrincham, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Harrison, of George-street, Altrincham, in the county of Chester, Grocer and Provision Dealer, also carrying on business as a Baker, at Manor-road, Altrincham aforesaid.

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. Hinde, Milne, and Sudlow, situate No. 7, Mount-street, Albert-square, Manchester aforesaid, on the 19th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

NICHOLLS, HINDE, and CO., of Altrincham, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Buxton Payne, of 63, Piccadilly, Manchester, in the county of Lancaster, Chemist and Druggist, and residing at 54, Brunswick-street, Chorlton-upon-Medlock, Manchester aforesaid.

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. Walter Richard Minor, 26, Brown-street, Manchester aforesaid, Solicitor,

on the 10th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

W. R. MINOR, 26, Brown-street, Manchester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Tyrrell, of 36 and 38, Great Ancoats-street, Manchester, and 99A, Stamford-street, Ashton-under-Lyne, both in the county of Lancaster, Tailor, Draper, and Hatter, and trading at the latter place under the style of John Tyrrell and Company.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Bird Sumner, Solicitor, Marsden-chambers, 10, Marsden-street, Manchester, in the county of Lancaster, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

JNO. B. SUMNER, Marsden-chambers, 10, Marsden-street, Manchester, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Wallis Nicholson Mounsey, of West View, Cadley, near Preston, in the county of Lancaster, trading as W. W. N. Mounsey and Co., of Marsh-lane, Preston aforesaid, Slate 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 the Preston County Court, No. 16, Winckley-street, Preston aforesaid, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

CHARLES G. SPENCER, 2, Winckley-street, Preston, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Ryecroft Taylor, of Park-road and Abingdon-street, Blackpool, in the county of Lancaster, Journalist.

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. Morgan, 9, Church-street, Blackpool, on the 12th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

ALFRED F. MORGAN, 9, Church-street, Blackpool, Solicitor for the said Alfred Ryecroft Taylor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Rawcliffe, of No. 19, Church-street, Preston, in the county of Lancaster, Hosier and Smallware Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Mire Hotel, Cathedral-yard, Manchester, on the 2nd day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

T. EDELSTON, 7, Winckley-street, Preston, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Allison, of the Hill Smithy, Cloughton, in the parish of Garstang, in the county of Lancaster, Blacksmith and Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Horas Inn, Churchtown, near Garstang, in the county of Lancaster aforesaid, on the 10th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

JOHN ALLISON, the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Hopkins, of 237, Manchester-road, Hollinwood, in the county of Lancaster, Skipmaker, Licensed Broker, and General Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Dionysius Williams Tremewen, Solicitor, 40B, Ward's-buildings, Deansgate, Manchester, on the 9th day of December, 1879, at eleven

o'clock in the forenoon precisely.—Dated this 25th day of November, 1879.

D. W. TREMEWEN, 40E, Ward's-buildings, Deansgate, Manchester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Oldham. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Smith, residing at No. 352, Shaw-road, in Oldham, in the county of Lancaster, and carrying on business at Shawside, in Shaw, in the said county of Lancaster, as a 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. 11, Clegg-street, in Oldham, in the county of Lancaster, on the 15th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

MURRAY and WRIGLEY, 11, Clegg-street Oldham, Solicitors 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 Henry Price, of 414, Mill-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. Z. R. Killely, Solicitor, 22, Lord-street, Liverpool, in the county of Lancaster, on the 11th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

Z. R. KILLEY, 22, Lord-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 George Byford, of 45, Everton-road, Liverpool, in the county of Lancaster, Estate Agent.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Simpson and North, 1, Rumford-street, Liverpool, in the county of Lancaster, on the 15th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

SIMPSON and NORTH, 1, Rumford-street, Liverpool, Solicitors 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 Andrew Tait, of 31, Salington, Liverpool, in the county of Lancaster, Tailor and Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Thomas Lupton, 15, Harrington-street, Liverpool, in the county of Lancaster, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

THOS. LUPTON, 15, Harrington-street, Liverpool, Solicitor 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 William Black, formerly of 82, Raby-street, Moss-lane East, Moss Side, Manchester, in the county of Lancaster, but now of 33, Platt-street, Moss Side aforesaid, Plasterer, and formerly also a Shopkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 23, Swan-street, in the city of Manchester, on the 15th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

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 John George Vowe, of Nos. 330 and 332, Regent-road, Salford, in the county of Lancaster, 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 Messrs. Potter and

Lowe, No. 88, Mosley-street, Manchester, in the county of Lancaster, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

POTTER and LOWE, 88, Mosley-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 John Warren, of No. 33, Stocks-street, Cheetham, in the city of Manchester, Book-keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. James Booth, Solicitor, No. 2, Cooper-street, in the said city of Manchester, on the 15th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

JAMES BOOTH, 2, Cooper-street, Manchester, Solicitor 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 Albin Koppel, residing in lodgings at 80, Bickley-street, Moss Side, Manchester, in the county of Lancaster, Buyer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Hill, 4, Saint Ann's-square, Manchester, on the 3rd day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

JOHN HILL, 4, Saint Ann's-square, Manchester, Solicitor for the said Albin Koppel.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Prockter, of Leeds, in the county of York, Fruit-rear.

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 Wells, of No. 16, Cookridge-street, Leeds aforesaid, Solicitor, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

WILLM. WELLS, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Thornton, of No. 2, Bond-place, Leeds, in the county of York, Lithographer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Robert Wood, of No. 5, Bank-street, Leeds aforesaid, Accountant, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

HOPPS and BEDFORD, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Abraham Jacob Rosenborn, of Crown street, Batley, in the county of York, Tailor and Draper, and residing at 13, Belgrave-street, Leeds, in the county of York.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Henry Dresser, Solicitor, 8, East-parade, Leeds aforesaid, on the 12th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

JNO. HENRY DRESSER, 8, East-parade, Leeds, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Dixon, of Back-lane, in Bramley, in the parish of Leeds, in the county of York, Coal Merchant and Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Harrison, Solicitor, No. 17, East-parade, in Leeds aforesaid, on the 11th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

JNO. HARRISON, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Standeven and William Standeven, both of Wear Vale, in the parish of Halitax, in the county of York, Joiners and Cabinet Makers.

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 Godfrey Rhodes, Solicitor, No. 7, Horton-street, in Halifax, in the county of York, on the 12th day of December, 1879, at ten o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

GODFREY RHODES, Solicitor for the said James Standeven and William Standeven.

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 James Henry Foster, of Swallow's Nest, in Heckmond-wike, in the county of York, Grease Refiner.

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 James Archibald Stapleton, Solicitor, Union-street, in Dewsbury, in the county of York, on the 12th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1879.

J. A. STAPLETON, Dewsbury, Solicitor for the 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 James Exley, of Chickenley, near Dewsbury, in the county of York, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of us, the undersigned, Ridgway and Ridgway, situated in Union-street, in Dewsbury, in the said county, on the 12th day of December, 1879, at half-past ten o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

RIDGWAY and RIDGWAY, Dewsbury, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis Dalling, of No. 37, Dock-street, in the borough of Kingston-upon-Hull, Draper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Francis Summers, No. 2, Manor-street, in the borough of Kingston-upon-Hull, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

FRAS. SUMMERS, 2, Manor-street, Hull, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Wrigglesworth, of Bell Mills, in the parish of Skerne, near Great Driffield, in the county of York, Miller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Keys Hotel, at Great Driffield aforesaid, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

FOSTER, TONGE, and SON, of Great Driffield, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Botterill, of 4, West Park-terrace, Anlaby-road, Draper, and late of 9, Vicar-lane, both in the borough of Kingston-upon-Hull, Druggist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. George Martinson, Solicitor, Exchange-buildings, Bowalley-lane, Kingston-upon-Hull, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

GEO. MARTINSON, Solicitor for the said Debtor.

No. 24787.

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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 William Lamb, of No. 6, Goshen-place, James-street, in the borough of Kingston-upon-Hull, lately a Grocer at 169, Bean-street, in Kingston-upon-Hull aforesaid, but now out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. H. C. Lambert, 15, Bowalley-lane, Kingston-upon-Hull, on the 9th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

HENRY C. LAMBERT, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George James Allan, of Sutton, in the county of York, and John Biscomb Herbert, of 8, Reed-street, in the borough of Kingston-upon-Hull aforesaid, carrying on business at 31, Bridge-street, in the borough of Kingston-upon-Hull aforesaid, as Joiners, Builders, and Undertakers, under the style or firm of Allan and Herbert.

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 George Hotel, Whitefriar-gate, Kingston-upon-Hull, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

E. SINGLETON, 4, Cogan's-chambers, Bowalley-lane, Kingston-upon-Hull, Solicitor for the Debtors.

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 George James Allan, of Sutton, in the county of York, and John Biscomb Herbert, of 8, Reed-street, in the borough of Kingston-upon-Hull aforesaid, carrying on business at 31, Bridge-street, in the borough of Kingston-upon-Hull aforesaid, as Joiners, Builders, and Undertakers, under the style or firm of Allan and Herbert.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named George James Allan has been summoned to be held at the George Hotel, Whitefriar-gate, Kingston-upon-Hull, on the 11th day of December, 1879, at half-past three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

E. SINGLETON, 4, Cogan's-chambers, Bowalley-lane, Kingston-upon-Hull, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George James Allan, of Sutton, in the county of York, and John Biscomb Herbert, of 8, Reed-street, in the borough of Kingston-upon-Hull aforesaid, carrying on business at 31, Bridge-street, in the borough of Kingston-upon-Hull aforesaid, as Joiners, Builders, and Undertakers, under the style or firm of Allan and Herbert.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named John Biscomb Herbert has been summoned to be held at the George Hotel, Whitefriar-gate, Kingston-upon-Hull, on the 11th day of December, 1879, at four o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

E. SINGLETON, 4, Cogan's-chambers, Bowalley-lane, Kingston-upon-Hull, Solicitor for the 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 Edward White, late of the Packhorse Inn, West-bar, Sheffield, in the county of York, Lunkeeper, afterwards of the Royal Hotel and Stores, 80 and 92, Bridge-street, Worksop, in the county of Nottingham, Licensed Victualler, Wine and Spirit Merchant, and Cab, Carriage, and Omnibus Proprietor, but now of the said Royal Hotel, Worksop, Hotel Manager.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the rooms of the Sheffield District Incorporated Law Society, Aldine-cour, High-street, Sheffield, in the county of York, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

D. H. PORRETT, 2, Bank-street, Sheffield, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John William Campbell, of 355, Thornton-road, Bradford, in the county of York, Saddler and Harness Maker and Tobaccoist.

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, 29, Tyrrel-street, in Bradford aforesaid, on the 10th day of December, 1879, at four o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

CHAS. L. ATKINSON, 29, Tyrrel-street, Bradford, Solicitor for the 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 Robert Newton, of Lower Providence Mill, near Keighley, in the county of York, Engineer and Maker of Mechanical Stokers and Grate Bars.

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, 29, Tyrrel-street, Bradford, in the county of York, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

CHAS. L. ATKINSON, 29, Tyrrel-street, Bradford, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Baines, of 3, Chain-street, 106, Silsbridge-lane, and 51, Westgate, all in Bradford, in the county of York, Fish Merchant, Grocer, Fruiterer, and Greengrocer, and Robert Baines, of 14, Acre-street, Bradford aforesaid, Fish Merchant, Fruiterer, and Greengrocer, trading together in copartnership at 43, St. James's Market, 18 and 21, Rawson-place, 17 and 19, Lilycroft, and 5, City-road, all in Bradford aforesaid, as Fish Merchants, Fruiterers, and Greengrocers, under the style or firm of William Baines and Son.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of James Cater, 13A, Piece Hall-yard, Bradford, in the county of York, Solicitor, on the 3rd day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1879.

JAMES CATER, Piece Hall-yard, Bradford, Solicitor 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 William Baines, of 3, Chain-street, 106, Silsbridge-lane, and 51, Westgate, all in Bradford, in the county of York, Fish Merchant, Grocer, Fruiterer, and Greengrocer, and Robert Baines, of 14, Acre-street, Bradford aforesaid, Fish Merchant, Fruiterer, and Greengrocer, trading together in copartnership at 43, St. James's Market, 18 and 21, Rawson-place, 17 and 19, Lilycroft, and 5, City-road, all in Bradford aforesaid, as Fish Merchants, Fruiterers, and Greengrocers, under the style or firm of William Baines and Son.

NOTICE is hereby given, that a Second General Meeting of the separate creditors of the above-named William Baines has been summoned to be held at the offices of James Cater, 13A, Piece Hall-yard, Bradford, in the county of York, Solicitor, on the 3rd day of December, 1879, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1879.

JAMES CATER, Piece Hall-yard, Bradford, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Baines, of 3, Chain-street, 106, Silsbridge-lane, and 51, Westgate, all in Bradford, in the county of York, Fish Merchant, Grocer, Fruiterer, and Greengrocer, and Robert Baines, of 14, Acre-street, Bradford aforesaid, Fish Merchant, Fruiterer, and Greengrocer, trading together in copartnership at 43, St. James's Market, 18 and 21, Rawson-place, 17 and 19, Lilycroft, and 5, City-road, all in Bradford aforesaid, as Fish Merchants, Fruiterers, and Greengrocers, under the style or firm of William Baines and Son.

NOTICE is hereby given, that a Second General Meeting of the separate creditors of the above-named Robert Baines has been summoned to be held at the offices of James Cater, 13A, Piece Hall-yard, Bradford, in the

county of York, Solicitor, on the 3rd day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1879.

JAMES CATER, Piece Hall-yard, Bradford, 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 N-wlove, of Scarborough, in the county of York, Cordwainer, Cowkeeper, and Carring- Proprietor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. W. H. Richardson, 7, Queen-street, in Scarborough aforesaid, on the 10th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

W. BENSON RICHARDSON, 7, Queen-street, Scarborough, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Brook Berry, of Cloth Hall-street, Huddersfield, in the county of York, Woollen Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Thomas Westerby, Accountant, Queen-street, Huddersfield, in the county of York, on the 15th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

WM. H. BOOCOCK, Silver-street, Halifax, 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 Alfred Cresswell, of 28, Duchess-road, Edgbaston, Birmingham, in the county of Warwick, and William Allen Harrison, of 27, Weston-road, Handsworth, in the county of Stafford, trading in copartnership as Cresswell and Harrison, at 150A, Broad-street, Five Ways, and 33, Ladywood-road, both in Birmingham aforesaid, Builders and Contractors.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Baker and Gibson, No. 7, Waterloo-street, Birmingham, in the county of Warwick, on the 9th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 21st day of November, 1879.

B. TALBOT CARTWRIGHT, 16, Moor-street, 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 Alfred Cresswell, of 28, Duchess-road, Edgbaston, Birmingham, in the county of Warwick, and William Allen Harrison, of 27, Weston-road, Handsworth, in the county of Stafford, trading in copartnership as Cresswell and Harrison, at 150A, Broad-street, Five-ways, and 33, Ladywood-road, both in Birmingham aforesaid, Builders and Contractors.

NOTICE is hereby given, that a General Meeting of the separate creditors of the above-named Alfred Cresswell has been summoned to be held at the offices of Messrs. Baker and Gibson, No. 7, Waterloo-street, Birmingham, in the county of Warwick, on the 9th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 21st day of November, 1879.

B. TALBOT CARTWRIGHT, 16, Moor-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 Alfred Cresswell, of 28, Duchess-road, Edgbaston, Birmingham, in the county of Warwick, and William Allen Harrison, of 27, Weston-road, Handsworth, in the county of Stafford, trading in copartnership as Cresswell and Harrison, at 150A, Broad-street, Five Ways, and 33, Ladywood-road, both in Birmingham aforesaid, Builders and Contractors.

NOTICE is hereby given, that a General Meeting of the separate creditors of the above-named William Allen Harrison has been summoned to be held at the offices of Messrs. Baker and Gibson, No. 7, Waterloo-street, Birmingham, in the county of Warwick, on the 9th day of

December, 1879, at four o'clock in the afternoon precisely.—Dated this 21st day of November, 1879.

B. TALBOT CARTWRIGHT, 16, Moor-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 Samuel Skewis and John Wesley Simmons, formerly of the Midland Patent Rolled Plate Glass Works, Stour-street, Birmingham, in the county of Warwick, Rolled Plate Glass Manufacturers, trading under the style or firm of Skewis and Simmons, the said John Wesley Simmons formerly of Spring Hill Wharf, Birmingham aforesaid, Coal Merchant, now of Liebfeld-road, Aston, Coal Commission Agent, the said Samuel Skewis now residing at 62, Crabtree-road, Birmingham aforesaid, Mechanic.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at 13, Waterloo-street, Birmingham, in the county of Warwick, on the 10th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

C. B. HODGSON and HAIGH, 13, Waterloo-street, Birmingham, Solicitors 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 George Welson, of 131, Sherlock-street, Birmingham, in the county of Warwick, Hosiery 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 Messrs. Bower, Price, and Son, 36, Paradise-street, Birmingham, in the county of Warwick, on the 10th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

BOWER, PRICE, and SON, 36, Paradise-street, Birmingham, Solicitors 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 Reeves, of back of No. 50, Stratford-road, Sparkbrook, in the borough of Birmingham, in the county of Warwick, and of the Cedars, Hickman-road, Sparkbrook aforesaid, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 34, Waterloo-street, Birmingham, on the 16th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

TYNDALL, TYNDALL and DEAKIN, 34, Waterloo-street, Birmingham, Solicitors 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 Pratt, of 178, Aston-road, in the borough of Birmingham, in the county of Warwick, Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Joseph H. Peace, Accountant, 56, Ann-street, Birmingham, in the county of Warwick, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

JNO. HEMMANT, of 353, New John street West, Birmingham, Solicitor for the 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 Henry Robinson, of No. 85, Dale End, Birmingham, and of High-street, Sutton Coldfield, both in the county of Warwick, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, situate at No. 32, Waterloo-street, Birmingham aforesaid, on the 12th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1879.

JOHN WALFORD, 32, Waterloo-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 William Henry Harris, in lodgings at No. 39, Turner-street, Sparkbrook, near Birmingham, in the county of Warwick, out of business, previously of the Golden Cross Inn, No. 81, Dale End, Birmingham aforesaid, 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. Alfred Baldwin East, Solicitor, 43, Temple-street, Birmingham aforesaid, on the 6th day of December, 1879, at a quarter-past ten o'clock in the forenoon precisely.—Dated this 21st day of November, 1879.

ALFRED B. EAST, 43, Temple-street, Birmingham, Solicitor for the 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 Mansell Ward, residing and carrying on business at Nos. 49 and 50, High-street, Deritend, Birmingham, in the county of Warwick, Boot and Shoe Manufacturer, previously residing at Meriden Villa, Sampson-road, Camp-hill, Birmingham aforesaid, Journeyman Boot 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. Henry Edwin Parry, Solicitor, 19, Bennett's-hill, Birmingham, in the county of Warwick, on the 8th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1879.

HENRY EDWIN PARRY, 19, Bennett's-hill, Birmingham, Solicitor for the 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 Carey, of No. 38, Sandy-lane, Birmingham, in the county of Warwick, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of John Edward Smith, Solicitor, 20, Temple-street, Birmingham, in the county of Warwick, on the 9th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1879.

JOHN EDWARD SMITH, 20, Temple-street, Birmingham, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Warwick. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Anthony Gibbs Chamberlain, of No. 1, Hatfield-terrace, Embsay, in the borough and county of Warwick, 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 Bowling Green Hotel, Bowling Green-street, Warwick, on the 15th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1879.

WILLIAM HESPE, 3, Old-square, Warwick, Solicitor for the said Richard Anthony Gibbs Chamberlain.

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 James Livsey, of Wilson-street, late of Newport-road, Middlesborough, also late of Redcar, both in the county of York, late Painter, now out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Bricklayers Arms, Palmer-lane, in the city and county of York, on the 9th day of December, 1879, at ten o'clock in the forenoon precisely.—Dated this 20th day of November, 1879.

JAMES LIVSEY, 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 Ralph Brown, of Chester-le-street, in the county of Durham, Builder and Contractor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Keenlyside,

Forster, and Forster, Saint John's-chambers, Grainger-street West, Newcastle-upon-Tyne, on the 16th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1879.

THOMAS FORSTER, Saint John's-chambers, Grainger-street West, Newcastle-upon-Tyne, Solicitor for the said Ralph Brown.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Coe, residing at Avenue-road, Belgrave, and James Adams, residing at 68, Crafston-street, Leicester, both in the county of Leicester, trading together in copartnership at 17, Milton-street, in Leicester aforesaid, as Boot and Shoe Manufacturers, under the style or firm of Coe and Adams.

NOTICE 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, situate at 7, Belvoir-street, Leicester, on the 17th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

WRIGHT and HINCKS, 7, Belvoir-street, Leicester, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Coe, residing at Avenue-road, Belgrave, and James Adams, residing at 68, Crafston-street, Leicester, both in the county of Leicester, trading together in copartnership at 17, Milton-street, in Leicester aforesaid, as Boot and Shoe Manufacturers, under the style or firm of Coe and Adams.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named John Coe has been summoned to be held at our offices, situate at 7, Belvoir-street, Leicester, on the 7th day of December, 1879, at four o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

WRIGHT and HINCKS, 7, Belvoir-street, Leicester, Solicitors 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 John Coe, residing at Avenue-road, Belgrave, and James Adams, residing at 68, Crafston-street, Leicester, both in the county of Leicester, trading together in copartnership at 17, Milton-street, in Leicester aforesaid, as Boot and Shoe Manufacturers, under the style or firm of Coe and Adams.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named James Adams has been summoned to be held at our offices, situate at 7, Belvoir-street, Leicester, on the 17th day of December, 1879, at half-past four o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

WRIGHT and HINCKS, 7, Belvoir-street, Leicester, Solicitors 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 Alfred Cooper Smith, of Hill-street, Hinckley, in the county of Leicester, Hosiery Manufacturer, trading as A. C. Smith 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. Roberts and Baker, Accountants, situate in Selborne-buildings, Milstone-lane, Leicester, in the county of Leicester, on the 15th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

WRIGHT and HINCKS, 7, Belvoir-street, Leicester, Solicitors 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 George Dakin, of No. 77, Cheapside, Leicester, in the county of Leicester, Draper.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Nevill and Atkins, 11, Colehill, Tamworth, on the 15th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

NEVILL and ATKINS, 11, Colehill, Tamworth, Solicitors 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 Taylor Jew, of 29, Rutland-street, in the county of Leicester, Builder.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. R. Hesilrige Bucky, situate at 24, Pocklington's-walk, Leicester, on the 3rd day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

R. HESILRIGE BUCKY, 24, Pocklington's-walk, Leicester, 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 Emma Allen, of Loughborough, in the county of Leicestershire, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Deane and Hands, Market-place, Loughborough, on the 12th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1879.

DEANE and HANDS, of Loughborough, Solicitors 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 Melton Mowbray, in the county of Leicester, Baker and Greengrocer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Richard Barker, Jun., Solicitor, Sherard-street, Melton Mowbray, on the 9th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

RICHARD BARKER, Jun., Sherard-street, Melton Mowbray, Solicitor for the said William Rogers.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Daniel Davis, of Pontheary Mill, Pontheary, in the parish of Llanelly, in the county of Carmarthen (late Victualler), Carpenter and Miller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Morgan Griffiths, Solicitor, Saint Mary-street, Carmarthen, on the 9th day of December, 1879, at a quarter-past ten o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

W. MORGAN GRIFFITHS, of Saint Mary-street, Carmarthen, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Carmarthenshire, holden at Carmarthen.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Harries, of No. 30, Blue-street, in the county of the borough of Carmarthen, Baker, Grocer, and Confectioner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. William Davies Evans, situate at No. 3, Red-street, in the county of the borough of Carmarthen, on the 8th day of December, 1879, at five minutes past ten o'clock in the forenoon precisely.—Dated this 25th day of November, 1879.

W. D. EVANS, 3, Red-street, Carmarthen, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Stourbridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Alfred Green, of No. 8, Entville-street, Stourbridge, in the county of Worcester, Plumber and Painter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Thomas Wall, 175, High-street, Stourbridge, in the county of Worcester, on the 6th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 21st day of November, 1879.

THOS. WALL, 175, High-street, Stourbridge, Solicitor for the said Debtor.

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 Peter John Leek, of Belbroughton, in the county of Worcester, Saddler and Harness 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 Talbot Hotel, Stourbridge, in the county of Worcester, on the 15th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1879.

CHARLES W. COLLIS, Stourbridge, Solicitor for the said Peter John Leek.

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 David William Banister, of Sheenhill Farm, in the parish of South Littleton, in the county of Worcester, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Crown Hotel, Evesham, in the county of Worcester, on the 10th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 25th day of November, 1879.

EADES and SON, the Abbey, Evesham, Solicitors for the Debtor.

The Bankruptcy Act, 1869.
In the County Court of Northumberland, holden at Newcastle.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert McOlvin, of No. 42, Market-square, Jarrow, in the county of Durham, and of No. 33, Clyde-street, Jarrow aforesaid, Tobaccoconist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Henry Warlow, Solicitor, 1, Collingwood-street, Newcastle-upon-Tyne, on the 10th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

W. H. WARLOW, 1, Collingwood-street, Newcastle-upon-Tyne, Solicitor for the said Robert McOlvin.

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 Edward Simpson, of the North British Hotel, Pink-lane, in the borough and county of Newcastle-upon-Tyne, Licensed Victualler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Kernlyside, Forster, and Forster, Saint John's-chambers, Grainger-street West, Newcastle-upon-Tyne, on the 16th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

T. J. FORSTER, Saint John's-chambers, Grainger-street West, Newcastle-upon-Tyne, Solicitor for the said Edward Simpson.

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 Hobson, of 21, Grainger-street West and 9, Hawthorn-street, both in the town and county of Newcastle-upon-Tyne, Warehouseman.

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. Macdonald, Solicitors, 41, Mosley-street, Newcastle-upon-Tyne, on the 8th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

J. D. and D. M. MACDONALD, 41, Mosley-street, Newcastle-upon-Tyne, Solicitors for the said James Hobson.

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 Logan, of No. 88, Noble-street, Scotswood-road, Newcastle-upon-Tyne, Grocer, Provision Dealer, and Beer 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 the offices of Messrs. Holmes

and Robson, No. 64, Pilgrim-street, Newcastle-upon-Tyne, on the 11th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1879.

HOLMES and ROBSON, 64, Pilgrim-street, Newcastle-upon-Tyne, Solicitors 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 James Hird, of the Brunswick Hotel and Black Mill Hotel, both in Gateshead, in the county of Durham, and of the Queen Victoria Hotel, Sunderland-street, in the borough and county of Newcastle-upon-Tyne, and of Sunderland-road, Gateshead aforesaid, Innkeeper and Builder, residing at 27, Seymour-terrace, Gateshead aforesaid.

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. Hoyle, Shipley, and Hoyle, Solicitors, 20, Collingwood-street, Newcastle-upon-Tyne, on the 9th day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

HOYLE, SHIPLEY, and HOYLE, 20, Collingwood-street, Newcastle-upon-Tyne, Solicitors 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 Robert Butler, of 60, Lovatt-street, Stafford, in the county of Stafford, Boot and Shoe Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 7, Bank-passage, Stafford, on the 12th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

EUSTACE HOLTHAM, 7, Bank-passage, 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 Edwards, of Oulton-road, Stone, in the county of Stafford, Wholesale Boot and Shoe Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the North-Western Hotel, Stafford, on the 10th day of December, 1879, at half-past two o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

WM. TURNER, Newcastle, Staffordshire, Solicitor for the said John Edwards.

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 Edward Clarke, of Princes Villa, Basford, in the county of Stafford, but temporarily residing at Trenton, in the State of New Jersey, in the United States of America, and sometime past carrying on business as an Earthenware Manufacturer, at the Phoenix Pottery, Tunstall, in the said county of Stafford, but now carrying on such business at the New Bridge Works, Loughport, in the same county, and carrying on the business of a Flint Grinder, at the Croston Mill, near Middlewich, in the county of Chester.

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 North Stafford Hotel, Stoke-upon-Trent, in the county of Stafford, on the 9th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1879.

L.L. WELLYN and ACKRILL, Tunstall, Staffordshire, Solicitors for the said Edward Clarke.

The Bankruptcy Act, 1869.
In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Pawley, of No. 4, Hope-street, Hanley, in the county of Stafford, Tailor and Outfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Tomkinson and Furnival, situate in Queen-street, Burslem aforesaid, on the 12th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1879.

TOMKINSON and FURNIVAL, Queen-street, Burslem, Solicitors 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 Isaac Hall, of America-street, Tunstall, in the county of Stafford, Beerseller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned, High-street, Tunstall aforesaid, on the 9th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 17th day of November, 1879.

FREDERICK SALT, Tunstall, Solicitor for the said Isaac Hall.

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 Thomas Bould, of Stafford-street, in the borough of Hanley, in the county of Stafford, 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 Messrs. Paddock and Sons' offices, 8, Old Hall-street, Hanley, in the county of Stafford, on the 9th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1879.

PADDOCK and SONS, 1, Old Hall-street, Hanley, Staffordshire, Solicitors for the said Thomas Bould.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Comley Sweetman, of Princess-street, Burton-on-Trent; in the county of Stafford, and of 58, Grange-street, Burton-on-Trent aforesaid, Cooper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Smithfield Hotel, Derby-street, Burton-on-Trent, in the county of Stafford, on the 17th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 19th day of November, 1879.

NASH and FIELD, 12, Queen-street, Cheapside, London, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Wolverhampton.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Jenks the younger, of Canal-street, Wolverhampton, in the county of Stafford, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. T. Gatis, Solicitor, 9, King-street, Wolverhampton, on the 16th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1879.

THOS. GATIS, 9, King-street, Wolverhampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Woods, of No. 10, Queen-street, in the city of Lincoln, Engineer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George Edward Bourne Padley, Solicitor, Midland Bank-chambers, in the city of Lincoln, on the 15th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

GEO. E. BOURNE PADLEY, Midland Bank-chambers, Lincoln, Solicitor for the said Joseph Woods.

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 Gilby, of Kirtan Fen, in the parish of Kirton, in the county of Lincoln, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Red Lion Hotel, in Boston, in the county of Lincoln, on the 12th day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 20th day of November, 1879.

MAPLES and SON, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Nicholson, of No. 231, St. Ann's Well-road, in the town of Nottingham, 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 the office of Messrs. Everall and Turner, 9, St. Peter's-church-walk, in the town of Nottingham, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

EVERALL and TURNER, 9, St. Peter's-church-walk, Nottingham, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Elliot, formerly residing and carrying on business at Carrington Street Bridge, but now carrying on business in Auction Mart-yard, Wheeler-gate, and residing in lodgings in Talbot-street, all in the town of Nottingham, Brass Finisher and Bar Fitter.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 14, Low-pavement, Nottingham, on the 4th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1879.

JOHN BLACK, 14, Low-pavement, Nottingham, 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 Orlando Beckingham, of No. 4, Latimer-street, in the town and county of Southampton, Journeyman Printer, and Alfred Kinnear Beckingham, of No. 40, Winchester-street, Kingsland, Southampton aforesaid, Beerhouse Keeper, both late of No. 42, Bernard-street, in the said town of Southampton, trading as Beckingham Brothers, Printers.

NOTICE is hereby given, that a First General Meeting of the joint creditors of the above-named persons has been summoned to be held at the offices of Messrs. Edmonds, Davis, and Clark, No. 98, Cheapside, in the city of London, on the 8th day of December, 1879, at half-past two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1879.

HENRY F. WATTS, 23, High-street, Southampton, Solicitor for the said Debtors.

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 Orlando Beckingham, of No. 4, Latimer-street, in the town and county of Southampton, Journeyman Printer, and Alfred Kinnear Beckingham, of No. 40, Winchester-street, Kingsland, Southampton aforesaid, Beerhouse Keeper, both late of No. 42, Bernard-street, in the said town of Southampton, trading as Beckingham Brothers, Printers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Walter Orlando Beckingham has been summoned to be held at the offices of Messrs. Edmonds, Davis, and Clark, of No. 98, Cheapside, in the city of London, on the 8th day of December, 1879, at half-past three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1879.

HENRY F. WATTS, 23, High-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 Walter Orlando Beckingham, of No. 4, Latimer-street, in the town and county of Southampton, Journeyman Printer, and Alfred Kinnear Beckingham, of No. 40, Winchester-street, Kingsland, Southampton aforesaid, Beerhouse Keeper, both late of No. 42, Bernard-street, in the said town of Southampton, trading as Beckingham Brothers, Printers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Alfred Kinnear Beckingham has been summoned to be held at the offices of Messrs. Edmonds, Davis, and Clark, No. 98, Cheapside, in the city of London, on the 8th day of December, 1879, at four o'clock in the afternoon precisely.—Dated this 22nd day of November, 1879.

HENRY F. WATTS, 23, High-street, Southampton, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Peck, of Wenhamston, in the county of Suffolk, Farmer and Carver.

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, situate in the Thoroughfare, Halesworth, in the county of Suffolk, on the 11th day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 21st day of November, 1879.

H. R. ALLEN, Halesworth, Solicitor for the 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 Joshua Whear, of East Dereham, in the county of Norfolk, General Outfitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Royal Hotel, in the city of Norwich, on the 17th day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

COOPER and NORGATE, East Dereham, 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 John Utting, of Bridge-street, in the parish of St. Andrew's, in the city of Norwich, Boot and Shoe Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, Bank-chambers, in the city of Norwich, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

MILLER, SON, and STEVENS, Bank-chambers, Norwich, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Freeman Barrett, of Parson Drove, in the county of Cambridge, Machinist, Farmer, and Lessor of Machines for Hire.

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 Rose and Crown Hotel, Wisbech, in the county of Cambridge, on the 5th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 17th day of November, 1879.

JOE G. CALTHORP, Spalding, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Davies and James Davies, both of Percy-road, in the borough of Wrexham, in the county of Denbigh, carrying on business at Regent-street, Wrexham aforesaid, as Stonemasons, under the style or firm of Samuel Davies and Son.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Acton and Bury, Solicitors, Chester-street, Wrexham, in the county of Denbigh, on the 2nd day of December, 1879, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1879.

ACTON and BURY, Chester-street, Wrexham, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Davies and James Davies, both of Percy-road, in the borough of Wrexham, in the county of Denbigh, carrying on business at Regent-street, Wrexham aforesaid, as Stonemasons, under the style or firm of Samuel Davies and Son.

NOTICE is hereby given, that a Second General Meeting of the separate creditors of the above-named Samuel Davies has been summoned to be held at the offices of Messrs. Acton and Bury, Solicitors, Chester-street, Wrexham, in the county of Denbigh, on the 2nd day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

ACTON and BURY, Chester-street, Wrexham, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Denbighshire, holden at Wrexham.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Davies and James Davies, both of Percy-road, in the borough of Wrexham, in the county of Denbigh, carrying on business at Regent-street, Wrexham aforesaid, as Stonemasons, under the style or firm of Samuel Davies and Son.

NOTICE is hereby given, that a Second General Meeting of the separate creditors of the above-named James Davies has been summoned to be held at the offices of Messrs. Acton and Bury, Solicitors, Chester-street, Wrexham, in the county of Denbigh, on the 2nd day of December, 1879, at half-past twelve o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

ACTON and BURY, Chester-street, Wrexham, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Taunton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Holley, of Holyrood-street, Chard, in the county of Somerset, Baker and Grocer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Canning and Kyrke, in High-street, Chard aforesaid, on the 8th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

CANNING and KYRKE, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Williams, of the Slate Works, Portmadoc, in the county of Carnarvon, Stonecutter.

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 Commercial Hotel, Portmadoc, on the 11th day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

BREESE, JONES, and CASSON, Portmadoc, Solicitors for the said Richard Williams.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Chelmsford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Charles Barnes, of the Lion and Lamb Hotel, Brentwood, in the county of Essex, 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 90, Lower Thames-street, in the city of London, on the 15th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1879.

AUGUSTINE E. TOWER, 90, Lower Thames-street, London, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Buckinghamshire, holden at Aylesbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Harry Shrimpton Turvey, of 38, Whitehall-street, Aylesbury, in the county of Buckingham, Dealer in Lace.

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 One Bell Tavern, Thame, in the county of Oxford, on the 9th day of December, 1879, at half-past three o'clock in the afternoon precisely.—Dated this 17th day of November, 1879.

JOHN PATTENDEN BIGGENDEN, 8, Finsbury-square-buildings, Finsbury-square, London, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Buckinghamshire, holden at Aylesbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Cox, of Prestwood, Great Missenden, in the county of Bucks, Timber Dealer and Chair Turner.

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. 25, High-street, High Wycombe, in the county of Bucks, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

JOHN RAWSON, High-street, Great Marlow, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Durrant Watson, of Rainham, in the county of Kent, Farmer and 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 the house of the above-named R. D. Watson, at Rainham, near Sittingbourne, in the county of Kent, on the 16th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

PARKERS, 17, Bedford-row, London, Solicitors for the said Robert Durrant Watson.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Rodda, of 22, Gibraltar-terrace, New-road, Chatham, in the county of Kent, Boiler Maker.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at my offices, at 11, Ordinance-terrace, Chatham, on the 6th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

A. R. NORMAN, Chatham, Solicitor for the said James Rodda.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Sarah Ann Beechey, of Ashurst Wood, Forest-row, East Grinstead, in the county of Sussex, Grocer and General Dealer, a Widow.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Pearless and Beeching, Solicitors, Tunbridge Wells, on the 9th day of December, 1879, at half-past two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1879.

PEARLESS and BEECHING, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Marshall, of Nepicar Farm, Wrotham, in the county of Kent, Farmer and Implement Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Monckton, Son, and Tatham, 72, King-street, Maidstone, on the 11th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

MONCKTON, SON, and TATHAM, Maidstone, Solicitors for the said William Henry Marshall.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edward Randall, of East Down Lodge, in the parish of Shoreham, in the county of Kent, Farmer.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Edward Newman Knocker, 52, London-road, Sevenoaks, Kent, on the 16th day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

E. NEWMAN KNOCKER, Solicitor for the said Edward Randall.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Adams, of No. 52, Burton-road, Derby, in the county of Derby, Grocer and Italian Warehouseman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. W. and A. H. Robotham, Solicitors, No. 19, Saint Alkmund's-churchyard, Derby, in the county of Derby, on the 15th day of December, 1879, at three o'clock in the afternoon precisely.—Dated the 24th day of November, 1879.

W. and A. H. ROBOTHAM, 19, St. Alkmund's-churchyard, Derby, Solicitors for the said James Adams.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Gower, of the parish of Longney, in the county of Gloucester, lately Master Mariner, but now Fruit 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 No. 10, Berkeley-street, in the city of Gloucester, on the 10th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

DAN FRANKLIN, 10, Berkeley-street, Gloucester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Dangerfield, of the Rising Sun Inn, Shortwood, in the parish of Horsley, in the county of Gloucester, Inn keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Henry Morton York, Solicitor, No. 19, Berkeley-street, in the city of Gloucester, on the 11th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1879.

HENRY MORTON YORK, 19, Berkeley-street, Gloucester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Gloucester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Roberts, of the Forge Hammer Inn, Cinderford, in the county of Gloucester, 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 Gloucester Hotel, in the city of Gloucester, on the 9th day of December, 1879, at four o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

RICHD. JACKSON, Gloucester, 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 Frederick Hardman, of No. 18, Upper Maudlin-street, in the city and county of Bristol, Plumber and Gas Fitter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. J. W. Thorne, Auctioneer, the Guildhall, Broad-street, in the city of Bristol, on the 9th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1879.

CHARLES BENNETT, 3, Broad-street, Bristol, Solicitor for the 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 Aubany Marquiss Clark, of No. 70, Regent-street, Newtown, in the out-parish of St. Philip, in the city of Bristol, carrying on business as a Tailor and Draper, at No. 6, Pembroke-street, in the parish of Saint Paul, in the said city of Bristol.

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. Henry Brittan, Press, and Inskip, 12, Small-street, in the city of Bristol, Solicitors, on the 12th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1879.

HENRY BRITTAN, PRESS, and INSKIP, 12, Small-street, Bristol, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hertfordshire, holden at St. Albans.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Freeman Parson, of Carpenders Park Farm, Watford, in the county of Hertford, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 7, Mark-lane, in the city of London, on the 8th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1879.

W. RICHARD PRESTON, 7, Mark-lane, London, E.C., Solicitor for Charles Freeman Parson.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Waycott Chapple, of Ashburton, in the county of Devon, Stationer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. H. M. Firth, East-street, Ashburton, on the 9th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

H. M. FIRTH, Solicitor for the said William Waycott Chapple.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Barnstaple.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Watkins, of Holsworthy, in the county of Devon, Butcher and Dairyman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. John Arnold Thorne, Solicitor, Castle-street, Barnstaple, Devon, on the 12th day of December, 1879, at half-past eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

J. A. THORNE, Castle-street, Barnstaple, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Barnstaple.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Bater, of No. 10, South-street, South Molton, in the county of Devon, Boot and Shoe Manufacturer and Draper, trading as James S. Bater.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John Arnold Thorne, Solicitor, Castle-street, Barnstaple, Devon, on the 5th day of December, 1879, at half-past one o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

J. A. THORNE, Castle-street, Barnstaple, Devon, 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 David Williams, of No. 6, Bowen-terrace, in the town of Brecon, in the county of Brecon, Auctioneer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Thomas Bonnell Bishop, Solicitor, Wheat-street, Brecon, on the 11th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

W. T. BONNELL BISHOP, Solicitor, Wheat-street, Brecon, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Pontypridd.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Jones, of Pentre, in the parish of Ystradysfodwg, in the county of Glamorgan, 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. Hollier and Williams, Solicitors, No. 11, Pennel-square, Pontypridd, in the said county of Glamorgan, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

HOLLIER and WILLIAMS, 11, Pennel-square, Pontypridd, Glamorganshire, Solicitors for the said John Jones.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Pontypridd.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edmund Millward, of Dinas, in the Rhondda Valley, in the county of Glamorgan, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. David Rosser, Solicitor, High-street, Pontypridd, on the 11th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1879.

DAVID ROSSER, High-street, Pontypridd, 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 Thomas Hopkin, of Comelly, near Pyle, in the county of Glamorgan, Draper, Grocer, and Wheelwright.

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. A. J. David, Cambria-chambers, Tredegar-place, Newport, in the county of Monmouth, on the 12th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

ALEX. J. DAVID, Cambria-chambers, Tredegar-place, Newport, Mon., 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 Evan John and David Charles John, trading in copartnership at No. 5, Moira-terrace, Cardiff, in the county of Glamorgan, as Grocers and Wine and Spirit Merchants, also at No. 43, James-street, Bute Docks, Cardiff aforesaid, as Grocers and Provision Merchants, under the style or firm of E. and D. John.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Mr. Edward Thomas Collins, Accountant, 39, Broad-street, Bristol, on the 10th day of December, 1879, at half-past twelve o'clock in the afternoon precisely.—Dated this 22nd day of November, 1879.

WILLIAM JONES, 29, St. Mary-street, Cardiff, Solicitor for the said Debtors.

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 David Williams, of Purlon Farm, Wick-road, Lantwit Major, in the county of Glamorgan, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Wyndham Arms Hotel, Bridgend, in the county of Glamorgan, on the 16th day of December, 1879, at half-past twelve o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

THOS. H. ENSOR, Royal Arcade-chambers, Saint Mary-street, Cardiff, Solicitor for the said David Williams.

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 Philip Henry Winter, of 31, Oxford-street, Swansea, in the county of Glamorgan, Engineer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 3, Prospect-place, Swansea, in the county of Glamorgan, on the 5th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1879.

EDWIN GEORGE JELlicoe, 3, Prospect-place, Swansea, Solicitor for the said Philip Henry Winter.

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 William Joint, of 57, Wind-street, Swansea, in the county of Glamorgan, 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 John Davies, Esq., Solicitor, 89, Queen-street, Cheapside, London, E.C., on the 9th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1879.

J. MOY EVANS, 62, Wind-street, Swansea, Solicitor for the said William Joint.

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 Henry Burrows, of New Headington, in the county of Oxford, carrying on the business of a Saddler at No. 60A, Saint Aldates, Oxford.

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. 126, High-street, Oxford, on the 16th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

GEORGE MALLAM, 126, High-street, Oxford, Solicitor for the said Henry Burrows.

The Bankruptcy Act, 1869.

In the County Court of Bedfordshire, holden at Luton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Alexander Fraser, of Linslade, in the county of Buckingham, Nurseryman, trading there also as James Fraser and Co., General Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Elephant and Castle Hotel, Linslade, in the county of Buckingham, on the 10th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1879.

CHAS. W. B. CALCOTT, Leighton Buzzard,
Solicitor for the said James Alexander Fraser.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Newbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Wilkins, of the Wheelwright's Arms, Lamborne, in the county of Berks, Licensed Victualler and Haulier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Mr. Boodle's offices, No. 1, Albion-building, New Swindon, in the county of Wilts, on the 15th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

ALF. W. BOODLE, No. 1, Albion-buildings,
New Swindon, Wilts, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Windsor.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Ford, of Slough, in the county of Buckingham, Innkeeper and Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Royal Hotel, Slough, in the county of Buckingham, on the 12th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

GEORGE HENRY CHARLEY, Mackenzie-street,
Slough, 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 Joseph Grove, of Raglar, in the county of Monmouth, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Hier Jacob, 3, Monk-street, Abergavenny, in the county of Monmouth, Solicitor, on the 12th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 26th day of November, 1879.

HIER JACOB, of Abergavenny, 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 Richard Fisher, of Millom, in the county of Cumberland, Carrier.

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 Station Hotel, at Millom, aforesaid, on the 10th day of December, 1879, at one o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

R. O'NEILL PEARSON, Uverston and Grange,
Solicitor for the said Richard Fisher.

The Bankruptcy Act, 1869.

In the County Court of Montgomeryshire, holden at Newtown.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Pryce, of Scafell, in the parish of Llanllwchaearn in the county of Montgomery, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Williams, Gittins, and Taylor, Market-street, Newtown, in the county of Montgomery, on the 11th day of December, 1879, at half-past twelve o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

WILLIAMS, GITTINS, and TAYLOR, Newtown,
Montgomeryshire, Solicitors for the said Thomas Pryce.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Robert Baggallay Thorpe, of High-street, Rye, in the county of Sussex, Tobacconist and Photographer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. George Slade Butler, Watchbell-street, Rye, in the county of Sussex, on the 11th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 25th day of November, 1879.

G. SLADE BUTLER, Rye, Sussex, Solicitor for the said Robert Baggallay Thorpe.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Austin, of No. 23, Warwick-street, Worthing, in the county of Sussex, Boot and Shoe Maker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Chamber of Commerce, No. 145, Cheapside, London, on the 13th day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

THOMAS A. GOODMAN, 150, North-street,
Brighton, Solicitor for the said Debtor.

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 Jules Broadbridge, of No. 73, Edward-street, Brighton, in the county of Sussex, 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 Messrs. Edmonds, Clark, and Co., No. 98, Cheapside, London, on the 15th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 26th day of November, 1879.

W. H. COCKBURN, 39, Duke-street, Brighton,
Solicitor for the said Jules Broadbridge.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Peter Hargreaves, of Wincham near Northwich, in the county of Chester, Provision Dealer, Farmer, and Pig Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Algernon Fletcher, Solicitor, Northwich, in the county of Chester, on the 3rd day of December, 1879, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1879.

ALGN. FLETCHER, Northwich, Cheshire, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Amos Henry Hitchin, of No. 331, High-street, Over, near Winsford, in the county of Chester, Furniture Broker 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 offices of Messrs. John Cooke and John Henry Cooke, Over, near Winsford, in the county of Chester, Solicitors, on the 12th day of December, 1879, at ten o'clock in the forenoon precisely.—Dated this 20th day of November, 1879.

JNO. and JNO. H. COOKE, of Winsford, Cheshire,
Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Stockport.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Charles Rothwell, of Alma place, Shaw-lane, Heaton Norris, in the county of Lancaster, Plumber, Glazier, Ironmonger, and 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. James Gardner, Solicitor, 1, Cooper-street, in the city of Manchester, on the 10th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

JAMES GARDNER, 1, Cooper-street, Manchester,
Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph John Fernley, of Tarvin, in the county of Chester, Book Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Messrs. Nordon and Mason, 23, Bridge-street-row East, Chester, on the 12th day of December, 1879, at three o'clock in the afternoon precisely.—Dated this 26th day of November, 1879.

NORDON and MASON, 3, Bridge-street-row East, Chester, Solicitors for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Chester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Ames, of Lundain Farm, in the parish of Yscefflog, in the county of Flint, Farmer and Shoemaker.

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, Well-street, Holywell, on the 12th day of December, 1879, at twelve o'clock at noon precisely.—Dated this 21st day of November, 1879.

WM. DAVIES, Well-street, Holywell, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Wilson the younger, of No. 28, Wood-street, Swindon, in the county of Wilts, Hosier and Hatter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. James Smith Pitt, of No. 15, Saint John-street, Bristol, Public Accountant, on the 12th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 25th day of November, 1879.

WILLIAM WILSON the younger, the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Gregory Westlake, of Fleet-street, New Swindon, in the county of Wilts, Boot and Shoe Factor and Dealer in Glass, China, and Earthenware.

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 Spread Eagle Hotel, in the city of Gloucester, on the 10th day of December, 1879, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1879.

KINNEIR and TOMBS, Swindon, Wilts, Solicitors for the said John Gregory Westlake.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Henry Chaplin, of 17, Great Saint Helens, in the city of London, and having a residence at Broxbourne, in the county of Hertford, Iron Merchant.

Before Mr. Registrar Brougham, sitting as Chief Judge.
UPON sufficient cause this day shown to the satisfaction of the Court, the General Meeting of Creditors in this matter summoned to be held at the offices of Messrs. W. H. Pannell and Co., 33, Basinghall-street, London, on the 8th day of December, 1879, is hereby directed to be held at Guildhall Tavern, Gresham-street, in the city of London, in lieu of the place originally named. And hereof let notice be given forthwith.—Dated this 27th day of November, 1879.

In the London Bankruptcy Court.

In the Matter of Hermann Eiffert (not Giffert, as erroneously described in the Gazette of November the 4th instant), of Nos. 43 and 2, Duke-street, Grosvenor-square, in the county of Middlesex, Lodging-house Keeper and China Dealer.

THE First Meeting herein was held at the offices of Mr. W. E. Ruddle, 303, High Holborn, in the county of Middlesex, on the 18th November instant, at which Meeting a resolution was passed for liquidation by arrangement. By order of Mr. Registrar Pepys, sitting as Chief Judge, the said resolution has been duly registered. Any creditor not having had notice of such first meeting to be at liberty to apply to rescind such order within fourteen days.—Dated this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation of the affairs of Alexander William Anderson, of Mack'g-road, Bermondsey, in the county of Surrey, Oil and Colour Merchant, trading under the style or firm of Robinson and Anderson.

NOTICE is hereby given, that an Extraordinary General Meeting of the Creditors of the above-named debtor will be held at the Guildhall Tavern, Gresham-street, in the city of London, on Friday, the 5th day of December next, at two o'clock in the afternoon, for the following purposes:—1. To receive the accounts of Mr. Marmaduke Edmond Wilkin, one of the Trustees in the above matter, in relation to cash received and paid by him on account of the above estate, and to audit the same; 2. To receive and enquire into the account of Mr. Marmaduke Edmond Wilkin, one of the Trustees, by which he seeks to charge the sum of £1,059 14s. 4d. in respect of work done by him as Receiver and Manager, and as one of the Trustees, between the 10th day of March and the 1st day of November, 1879, and to receive from him such further accounts as he may render, and to pass such resolution as the meeting may determine or arrive at in respect thereof; 3. To rescind or vary the terms of the resolution of the creditors passed on the 17th day of April, 1879, by which power was given to the Committee of Inspection to fix the remuneration of the Trustees; 4. To remove the said Marmaduke Edmond Wilkin from his office as one of the Trustees; 5. To appoint two persons to be approved by the creditors as additional committee men, one in the place of Mr. Wood, resigned, and to fix a quorum.—Dated this 25th day of November, 1879.

ROBERT GIFFORD, one of the Trustees in the above Matter.

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 Albert Hildebrandt, of No. 55, Cross-street, Manchester, in the county of Lancaster, Architect, Civil Engineer, Newspaper Proprietor, and Patent Agent.

TAKE notice, that a General Meeting of the Creditors of the above-named Albert Hildebrandt will be held at the offices of Mr. Robert Okell, Solicitor, 62, King-street, Manchester, on Tuesday, the 9th day of December, 1879, at twelve o'clock at noon, for the following purposes:—To audit the accounts of the Trustee; to fix the remuneration of the Trustee; to grant the debtor his discharge; to release the Trustee; to close the liquidation; and to pass any other resolution the creditors may determine, and which it may be competent for them to pass at such meeting.—Dated this 26th day of November, 1879.

S. MURRAY, Trustee.

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 Joseph Lawson, of 17, Brazen-nose-street, in the city of Manchester, and residing at 3, Johnson-street, Cornbrook Park, in the township of Stretford, both in the county of Lancaster, Estate Agent.

I THE undersigned, Joseph Lunt, of 100, King-street, in the city of Manchester, Accountant, the Trustee of the property of the above-named Joseph Lawson, do hereby summon a General Meeting of the creditors of the said Joseph Lawson to be held at the offices of Messrs. Diggles and Ogden, Solicitors, 22, Booth-street, Manchester, on Thursday, the 18th day of December next, at three o'clock in the afternoon precisely, for the following purposes, namely:—To grant the debtor his discharge, and to pass the Trustee's accounts.—Dated this 25th day of November, 1879.

JOSEPH LUNT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Hunt, of High-street, and of Sudley-road, Bognor, in the county of Sussex, Wine and Spirit Merchant.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtor will be held at the offices of Messrs. W. Rideal and Son, 117 and 119, Union-street, Southwark, in the county of Surrey, on Monday, 8th December next, at one o'clock in the afternoon, and that the object thereof and the business to be transacted thereat are as follows:—1. To pass the Trustee's accounts as audited by the Committee of Inspection; 2. To consider and grant the debtor's discharge; 3. To fix the date for closing the liquidation; 4. To fix the date for release of the Trustee; 5. To pass all or any of the foregoing resolutions, or any other resolution incidental to the meeting and competent to the creditors to pass.—Dated 22nd November, 1879.

W. T. RIDEAL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Walter Coote, of Bailiff's-court Farm, in the parish of Littlehampton, in the county of Sussex.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named Walter Coote will be held at the Norfolk Arms Hotel, Arundel, on Tuesday, the 9th day of December, 1879, at three o'clock in afternoon, for the following purposes:—1. To audit the accounts of the Trustee; 2. To fix the Trustee's remuneration; 3. To grant the discharge of the debtor; 4. To consider or transact any other business relating to the debtor or his estate which may be brought before the meeting.—Dated this 25th day of November, 1879. **WM. BELDAM, Trustee.**

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Woolland Furse, of No. 6, Bank-street, Teignmouth, in the county of Devon, Ironmonger.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named debtor is hereby summoned to be held at the office of Mr. Thomas Andrew, No. 13, Bedford-circus, in the city of Exeter, on Saturday, the 6th day of December, 1879, at eleven o'clock in the forenoon precisely, for the following purposes, viz.—1. To fix the date of the closing of the liquidation. 2. To release the Trustee from the Trusteeship. 3. To grant an Order of Discharge to the above-named debtor.—Dated this 26th day of November, 1879. **THOMAS ANDREW, Trustee.**

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Wiltshire, holden at Swindon.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard Curzon Sherwin Drury Lowe, of Hill House, Sapperton, near Cirencester, in the county of Gloucester, Gentleman, Farmer.

THE creditors of the above-named Richard Curzon Sherwin Drury Lowe who have not already proved their debts, are required, on or before the 15th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Andrews, of the firm of Andrews and Mason, of 7 and 8, Ironmonger-lane, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879. **JOSEPH ANDREWS, Trustee.**

The Bankruptcy Act, 1869.

In the London Bankruptcy Court, by transfer from the County Court of Dorsetshire, holden at Dorchester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John McDonnell, of Bridport, in the county of Dorset, Draper and Outfitter.

THE creditors of the above-named John McDonnell who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Daniel Viney, of No. 99, Cheapside, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 27th day of November, 1879. **J. D. VINEY, Trustee.**

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Henry Dolan and Henry Dolan the younger, of 26, Old Change, in the city of London, and of King-street and Barley-street, Leeds, in the county of York, and of Troy Mills, in the same county, Cloth Manufacturers and Cloth Merchants, and Copartners, trading under the style or firm of Henry Dolan and Son, the said Henry Dolan and Henry Dolan the younger residing at 2, Lifton-place, Leeds aforesaid.

THE creditors of the above-named Henry Dolan and Henry Dolan the younger who have not already proved their debts, are required, on or before the 22nd day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Harris, of No. 8, Old Jewry, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1879.

JAMES HARRIS, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement or Composition with Creditors instituted by Leon Edmond Chouquet, of No. 39, Conduit-street, Regent-street, in the county of Middlesex, Dressmaker, and No. 165, Regent-street aforesaid, Lithographic Artist.

THE creditors of the above-named Leon Edmund Chouquet who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Samuel Giles, of 18, King-street, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1879.

SAMUEL GILES, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Aubry Turner, of No. 182, King's-road, Chelsea, but now of 43, Gower-street, both in the county of Middlesex, Surgeon.

THE creditors of the above-named Thomas Aubry Turner who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederick George Clark, of No. 98, Cheapside, in the city of London, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1879.

F. G. CLARK, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Wise the younger, of No. 94, Ravenhurst-street, Birmingham, in the county of Warwick, Builder and Birdcage Manufacturer.

THE creditors of the above-named William Wise the younger who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Marris, of No. 37, Waterloo-street, Birmingham, in the county of Warwick, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

CHAS. MARRIS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham, transferred from the County Court of Lancashire, holden at Preston.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Septimus Bradshaw, of Friargate, Preston, Watchmaker and Jeweller.

THE creditors of the above-named William Septimus Bradshaw who have not already proved their debts, are required, on or before the 11th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Davis, of 47, Frederick-street, Birmingham, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1879.

E DAVIS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham, by transfer from the County Court of Worcestershire, holden at Stourbridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Henry Rice, of 143, High-street, Stourbridge, in the county of Worcester, Hatter, Hosier, and Shirt Maker.

THE creditors of the above-named Thomas Henry Rice who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Charles Marris, of 37, Waterloo-street, Birmingham, in the county of Warwick, Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

CHAS. MARRIS,

JOSHUA CROWTHER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield, by transfer from the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frank Wilton, of No. 2, Provost-road, Chalk Farm, in the county of Middlesex, Edward Learoyd, of No. 6, Craven-street, Strand, in the county of Middlesex, formerly of 4, Mornington-villas, Wanstead Park, in the county of Essex, and Sidney Learoyd, of No. 13, Bath-buildings, Huddersfield, in the county of York, trading together in copartnership as Woollen and General Merchants, at 66, Mark-lane, in the city of London, under the style of Learoyd, Wilton, and Company, and of No. 8, Rue Saint Joseph, Paris, in the Republic of France, under the style of Learoyd and Company.

THE creditors of the above-named Frank Wilton, Edward Learoyd, and Sidney Learoyd who have not already proved their debts, are required, on or before the 1st day of January, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Armitage, of Huddersfield, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

WILLM. H. ARMITAGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield, by transfer from the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frank Wilton, of No. 2, Provost-road, Chalk Farm, in the county of Middlesex, Edward Learoyd, of No. 6, Craven-street, Strand, in the county of Middlesex, formerly of 4, Mornington-villas, Wanstead Park, in the county of Essex, and Sidney Learoyd, of No. 13, Bath-buildings, Huddersfield, in the county of York, trading together in copartnership as Woollen and General Merchants, at 66, Mark-lane, in the city of London, under the style of Learoyd, Wilton, and Company, and of No. 8, Rue Saint Joseph, Paris, in the Republic of France, under the style of Learoyd and Company.

THE separate creditors of the above-named Edward Learoyd who have not already proved their debts, are required, on or before the 1st day of January, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Armitage, of Huddersfield, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

WILLM. H. ARMITAGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield, by transfer from the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frank Wilton, of No. 2, Provost-road, Chalk Farm, in the county of Middlesex, Edward Learoyd, of No. 6, Craven-street, Strand, in the county of Middlesex, formerly of No. 4, Mornington-villas, Wanstead Park, in the county of Essex, and Sidney Learoyd, of No. 13, Bath-buildings, Huddersfield, in the county of York, trading together in copartnership as Woollen and General Merchants, at 66, Mark-lane, in the city of London, under the style of Learoyd, Wilton, and Company, and of No. 8, Rue Saint Joseph, Paris, in the Republic of France, under the style of Learoyd and Company.

THE creditors of the above-named Sidney Learoyd who have not already proved their debts, are required, on or before the 1st day of January, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Henry Armitage, of Huddersfield, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

WILLM. HY. ARMITAGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Arthur Hoyle, of Hollowgate, Holmfirth, in the county of York, Cab Proprietor, Greengrocer, and Fishmonger.

THE creditors of the above-named Arthur Hoyle who have not already proved their debts, are required, on or before the 9th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Eli Holmes, of 2, Victoria-square, Holmfirth, Auctioneer and Valuer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

JOHN ELI HOLMES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Jane Warrington, of Cawood, in the West Riding of the county of York, Farmer.

THE creditors of the above-named Jane Warrington who have not already proved their debts, are required, on or before the 20th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Edward Wilkinson, of Feasegate, in the city of York, 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 24th day of November, 1879.

EDWARD WILKINSON, 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 Robert Gichard Gesch, of No. 2, Edinburgh-place, Kensington, in the county of Middlesex, Robert Nudds Havers, of No. 15 Victor-road, Manningham, Bradford, in the county of York, and William Squire Answorth, of Mendip Lodge, Clevedon, in the county of Somerset, and all of Airedale Mill, Cononky, No. 7, Swaine-street, Bradford, both in the county of York, and No. 137, Cheapside, in the city of London, trading together in copartnership as Manufacturers, under the style or firm of Middleton, Answorth, and Co.

THE creditors of the above-named Robert Gichard Gesch, Robert Nudds Havers, and William Squire Answorth who have not already proved their debts, are required, on or before the 5th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Theodore B. Jones, of No. 2, Albion-place, Leeds, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1879.

THEO. B. JONES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford, transferred from the County Court of Yorkshire, holden at Leeds.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Williamson, of 49, Cobourg-street, Leeds, in the county of York, Draper.

THE creditors of the above-named Robert Williamson who have not already proved their debts, are required, on or before the 5th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Peter Kerr Chesney, of 1, Leeds-road, Bradford, 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 26th day of November, 1879.

PETER KERR CHESNEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford, transferred from the County Court of Yorkshire, holden at Leeds.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Laidlaw, of 49, Cobourg-street, Leeds, in the county of York, Draper.

THE creditors of the above-named John Laidlaw who have not already proved their debts, are required, on or before the 5th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Peter Kerr Chesney, of 1, Leeds-road, Bradford, 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 26th day of November, 1879.

PETER KERR CHESNEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Barnabas Gill, of Barnsley, in the county of York, Innkeeper and Dyer.

THE creditors of the above-named Barnabas Gill who have not already proved their debts, are required, on or before the 15th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William Sutton (of the firm of Harrison and Sutton), of 30, Church-street, Barnsley, 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 25th day of November, 1879.

WM. SUTTON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by James Jones, of Barnsley, in the county of York, Innkeeper.

THE creditors of the above-named James Jones who have not already proved their debts, are required, on or before the 15th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Sutton, of the firm of Harrison and Sutton, of 30, Church-street, Barnsley, 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 25th day of November, 1879.

WM. SUTTON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Samuel Brown, of Barnsley, in the county of York, Colliery Owner.

THE creditors of the above-named Samuel Brown who have not already proved their debts, are required, on or before the 15th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Sutton, of the firm of Harrison and Sutton, of 30, Church-street, Barnsley, 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 25th day of November, 1879.

WM. SUTTON, Trustee.

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 Alfred Allott, of Sheffield, in the county of York, Public Accountant, lately carrying on that business at Sheffield aforesaid, in copartnership with Thomas Hadfield and John Kidner, under the firm of Alfred Allott and Company, also lately carrying on the business of a Colliery Proprietor at Brightside, in the parish of Sheffield aforesaid (formerly in partnership with John Crossley), under the firm of the Pismoor Coal Company, and now carrying on the business of an Ironmaster, at the Renishaw Iron Works, at Renishaw, in the parish of Eckington, in the county of Derby, in partnership with James Morrison, William Hunter, Hilton Philipson, Henry Tennant, and the executors of William John Hutchinson deceased, under the firm of Appleby and Company, and at Woodford, in the county of Northampton, under the firm of the Newbridge Iron Ore Company, also now carrying on the business of an Iron Mine Proprietor, at Saint Austell, in the county of Cornwall, under the firm of the Ruby and Trethbury Iron Mine Company.

THE creditors of the above-named Alfred Allott who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Jarvis William Barber, of Alliance-chambers, George-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 26th day of November, 1879.

JARVIS W. BARBER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Leeds.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Gregson, of Sackville Works, Meanwood-road, Leeds, in the county of York, Machinist.

THE creditors of the above-named Robert Gregson who have not already proved their debts, are required, on or before the 10th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Routh, of the firm of John Routh, Kirk, and Co., Accountants, Commercial-buildings, Leeds, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

JOHN ROUTH, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Peter Harrison and John Harrison, of Hungate, in the city of York, Joiners and Builders.

THE creditors of the above-named Peter Harrison and John Harrison who have not already proved their debts are required, on or before the 10th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the under-

signed, John Hodgson Wray, of Coney-street, in the city of York, Accountant, one of the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1879.

WALTER CAITLEY,
JOHN H. WRAY, Trustees.

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 James Henry Horner, trading as Wm. Horner and Son, of High Harrogate, in the county of York, Builder and Contractor.

THE creditors of the above-named James Henry Horner who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Herbert Wilkinson, of Albert-street, Harrogate, 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, 1879.

JAMES HERBERT WILKINSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Dickinson, of Great Driffield, in the county of York, Innkeeper and Grocer.

THE creditors of the above-named George Dickinson who have not already proved their debts, are required, on or before the 10th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Robinson, of Great Driffield, in the county of York, Grocer and Draper, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

JOHN ROBINSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.
In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Street Edgar, of 12, St. George's-crescent, South Castle-street, Liverpool, in the county of Lancaster, Wine and Spirit Merchant, trading under the name and style of R. P. Stainton and Co.

THE creditors of the above-named Joseph Street Edgar who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Bolland, of 10, South John-street, Liverpool, in the county of Lancaster, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1879.

HY. BOLLAND, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Lancashire, holden at Oldham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors instituted by William Thornton, of 143, Manchester-road, Hollinwood, in the county of Lancaster, Clogger and Draper.

THE creditors of the above-named William Thornton who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, Joseph Oldham, 25, Church-street, Manchester, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

JOSEPH OLDHAM, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Hunt, of No. 12, Winckley-street, Preston, in the county of Lancaster, and of Ingol-cottage, in the townships of Lea, Ashton, Ingol, and Cottam, in the said county, Land Agent and Surveyor.

THE creditors of the above-named George Hunt who have not already proved their debts, are required, on or before the 15th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Francis Moore, of 9, Chapel-street, Preston, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

W. F. MOORE, Trustee.

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 Joseph Lawson, of 17, Brazennose-street, in the city of Manchester, and residing at 3, Johnson-street, Cornbrook Park, in the township of Stretford, both in the county of Lancaster, Estate Agent.

THE creditors of the above-named Joseph Lawson who have not already proved their debts, are required, on or before the 15th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Lunt, of 100, King-street, in the city of Manchester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

JOSEPH LUNT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Dennis, of Cotts, Beeralstone, in the county of Devon, Shopkeeper and General Dealer.

THE creditors of the above-named James Dennis who have not already proved their debts, are required, on or before the 13th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ward West Arliss, of No. 28, Westwell-street, Plymouth, in the county of Devon, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1879.

WARD WEST ARLISS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard Winsor, of 16, Charlotte-street, Morice Town, Devonport, in the county of Devon, Grocer and Tea Dealer.

THE creditors of the above-named Richard Winsor who have not already proved their debts, are required, on or before the 13th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ward West Arliss, No. 28, Westwell-street, Plymouth, Accountant, in the county of Devon, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1879.

WARD WEST ARLISS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George Wickham, of No. 20, Old Town-street, Plymouth, in the county of Devon, Grocer, and of No. 188, Union-street, in Plymouth aforesaid, trading as the West of England Tea Company.

THE creditors of the above-named George Wickham who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Ward West Arliss, No. 28, Westwell-street, Plymouth, Accountant, in the county of Devon, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

WARD WEST ARLISS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Cowen, of Alfreton-road, in the town of Nottingham, Foundryman, late in partnership with Edward Griffiths, at the town of Nottingham, as Engineers and Ironfounders; trading as Griffiths and Cowen.

THE creditors of the above-named Robert Cowen who have not already proved their debts, are required, on or before the 13th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Purcell Day, of Brugham-chambers, Wheeler-gate, Nottingham, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 26th day of November, 1879.

HENRY P. DAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Montesquieu Anthony and Conrad John Howland, trading and carrying on business in copartnership at Milk-street, Meadow-street, and Castle Mill-street, all in the city of Bristol, as Timber Merchants and Saw Mill Proprietors, under the style or firm of J. M. Anthony and Co., the said Joseph Montesquieu Anthony residing at 2, Cotham Side, in the city of Bristol, and the said Conrad John Howland residing at 22, Brighton-street, in the said city of Bristol.

THE creditors of the above-named Joseph Montesquieu Anthony and Conrad John Howland who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to Messrs. Tribe, Clarke, and Co., Albion-chambers, Bristol, Accountants, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

E. G. CLARKE,

E. T. COLLINS, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Owen Evans, of No. 6, Eastgate-street, Carnarvon, in the county of Carnarvon, Grocer and Provision Dealer.

THE creditors of the above-named person who have not already proved their debts, are required, on or before the 1st day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William John Parry, of 228, High-street, Bangor, 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 24th day of November, 1879.

W. J. PARRY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Thornton, of the Criterion Restaurant, Mostyn-street, Llandudno, in the county of Carnarvon, Licensed Victualler and Confectioner.

THE creditors of the above-named William Thornton who have not already proved their debts, are required, on or before the 10th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, W. T. Clarke, of Penmaenmawr, Commercial Traveller, and John Ridge, of Llandudno, Draper, 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 24th day of November, 1879.

W. T. CLARKE,

JOHN RIDGE, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Carnarvonshire, holden at Bangor. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Davies, of Morannedd, Colwyn Bay, in the county of Denbigh, Lodging-house Keeper.

THE creditors of the above-named William Davies who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, E. H. Williams and John William Rogers, of Mostyn-street and the Moat, respectively, both of Llandudno, in the county of Carnarvon, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

E. H. WILLIAMS,

J. W. ROGERS, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Hodgkinson, of Tarporley, in the county of Cheshire, Plumber, Glazier, and Gasfitter.

THE creditors of the above-named John Hodgkinson who have not already proved their debts, are required, on or before the 5th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to the undersigned, William Williams, of Commonball-street, Chester, Plumber, or Rueben Cluett, of Tarporley, Ironmonger, 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 27th day of November, 1879.

WILLIAM WILLIAMS,

R. CLUETT, Trustees.

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 Jane Maria Young, of West Rasen, in the county of Lincoln, Farmer.

THE creditors of the above-named Jane Maria Young who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Robert Favill and Edwin Strong, both of Market Rasen, in the county of Lincoln, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

ROBERT FAVILL,
ED. STRONG, Trustees.

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 William Pearson, of Butterwick, Farmer.

THE creditors of the above-named William Pearson who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Lucas, of No. 8, Bridge-street, Boston, in the county of Lincoln, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

CHARLES LUCAS, 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 James William Cottle, of Frome, in the county of Somerset, Grocer and Wine Merchant.

THE creditors of the above-named James William Cottle who have not already proved their debts, are required, on or before the 10th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Hornsey, of the Market-place, Frome, 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 26th day of November, 1879.

THOMAS HORNSEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at Worcester. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Wainwright, of Silver-street, in the city of Worcester, Cooper and Cider Merchant.

THE creditors of the above-named William Wainwright who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, David Shaw, of Pierpoint-street, in the city of Worcester, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

DAVID SHAW, 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 Thomas Soars Simpson, of No. 8, Market-place, Willenhall, in the county of Stafford, Confectioner.

THE creditors of the above-named Thomas Soars Simpson who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, David William Lees, of Willenhall, in the county of Stafford, 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 26th day of November, 1879.

DAVID WILLIAM LEES, Trustee.

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 John Taylor Coombs, of No. 4, Buckland-road, Buckland, in the parish of Portsea, in the county of Hants, Engineer in the Royal Navy.

THE creditors of the above-named John Taylor Coombs who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Octavius Ommanney, of 44, Charing Cross, Westminster,

Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 21st day of November, 1879. O. OMMANNEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Kingston. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Maitland Mills Thomson, of Surbiton, in the county of Surrey, Coal Merchant.

THE creditors of the above-named Maitland Mills Thomson who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Wright, of Kingston-on-Thames, 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 24th day of November, 1879.

JAS. WRIGHT, Trustee.

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 Robert Court, of Up-street, Chislehurst, in the county of Kent, Carpenter and Wheelwright.

THE creditors of the above-named Robert Court who have not already proved their debts, are required, on or before the 8th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George John Drury, of Saint George's-street, Canterbury, Ironfounder, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

GEO. JOHN DRURY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Taunton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Sumption, of New House Farm, Buckland Saint Mary, in the county of Somerset, Farmer, Butter Factor, and General Merchant.

THE creditors of the above-named William Sumption who have not already proved their debts, are required, on or before the 6th day of December, 1879, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederick John Bath, of Chard, in the said county of Somerset, Bank Manager, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 25th day of November, 1879.

F. J. BATH, 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 William James Hunter, of No. 113, Kentish Town-road, in the county of Middlesex, Linen Draper.

JOHAN FOLLAND LOVERING, of 77, Gresham-street, in the city of London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1879.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Lewis, of 384, High-street and 1 and 2, Martin-street, Stratford, in the county of Essex, Furniture Dealer.

CHARLES WOODLEY, of 1, Guildhall-chambers, 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 6th day of November, 1879.

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 Edward Rogers, of No. 2, Bull's-head-street, Cavendish-square, in the county of Middlesex, Costume and Mantle Maker.

JOSEPH JONES, of 22, Moorgate Station-buildings, 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 21st day of November, 1879.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Richard William Aldridge, trading as Browne and Company, of Nos. 55A, 56, and 57, Great Dover-street, Newington, in the county of Surrey, Floor Cloth Manufacturer.

CHARLES EDWARD DE VEAR, of No. 118, Cannon-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 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George John Langford, of H.M.S. "Comus," Sheerness, in the county of Kent, Assistant Engineer, R.N.

CHARLES BILNEY, of 4, Hudson-road, Southsea, in the county of Hants, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Hanham King, of 25, High-street, Mile Town, Sheerness, Kent, Outfitter.

CHARLES WOOLLEY, of Guildhall-chambers, Basinghall-street, London, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Blackburn.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Whitaker, of Helmsford, in the county of Lancaster, Cotton Spinner and Manufacturer and Woolstapler.

WILLIAM BUTCHER, of the city of Manchester, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ulverston and at Barrow-in-Furness.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Allen, of the King's Arms Hotel, Barrow-in-Furness, in the county of Lancaster, Licensed Victualler.

ROBERT ELLIS, of Cornwallis-street, Barrow-in-Furness, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Alfred Knight, of No. 31, Smallbrook-street, Birmingham, in the county of Warwick, Boot and Shoe Dealer.

JOHN ADIN, of Exchange-buildings, Northampton, in the county of Northampton, Secretary, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1879.

No. 24787.

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The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of George John Charles Bennington Codd, of Ings-road, in Barton-on-Humber, in the county of Lincoln, Joiner and Builder.

JOHN MORRIS, of Barton-on-Humber, in the county of Lincoln, Brick and Tile Manufacturer, 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 21st day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Bromley Bates and Robert Griffin Shepperson, both of March, in the Isle of Ely, in the county of Cambridge, Ironmonger.

WILLIAM LOMAS HARRISON, of 14, Temple-street, Birmingham, in the county of Warwick, Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 14th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Berkshire, holden at Reading.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Phippen and Edward Robinson, of No. 105, Broad-street, Reading, in the county of Berks, and Victoria Nursery, Oxford-road, Reading aforesaid, Nurserymen, Florists, and Seedsmen, trading in copartnership under the style of Phippen and Robinson.

SAMUEL PRESTON, of Reading, in the county of Berks, Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Croydon.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Edwin Josiah Child King, trading as E. King and Company, of 43, George-street, Croydon, in the county of Surrey, Draper.

FREDERICK HENRY COLLISON, of 99, Cheapside, in the city of London, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edward John Mannings, of Downton, in the county of Wilts, Miller, now residing out of the jurisdiction of this Court, by Henry Jacob Mannings, of No. 9, Tokenhouse-yard, in the city of London, his Attorney in that behalf duly authorised.

EDWARD WATERS, of the Canal, Salisbury, in the county of Wilts, 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 22nd day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Swindon.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Willis, of Brinkworth, in the county of Wilts, Horse Dealer.

ISAAC WITT, of Basingstoke, in the county of Berks, Horse 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 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charlotte Howson, William Henry Howson, and James Gilbert Howson, of the Ironmarket, and Penkhull-street, Newcastle-under-Lyme, and of Market-street, Longton, both in the county of Stafford, trading in copartnership as H. Howson and Son, as Grocers, Provision Dealers, Wine and Spirit Merchants, and Licensed Victuallers.

SAMUEL HAYES, of Hanley, in the county of Stafford, Accountant, has been appointed Trustee of the property of the debtors. All persons having in their possession any of the effects of the debtors must deliver them to the trustee, and all debts due to the debtors must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 8th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Henry Howson, of Liverpool-street, Newcastle-under-Lyme, in the county of Stafford, Grocer, Provision Dealer, Wine and Spirit Merchant, and Licensed Victualler.

SAMUEL HAYES, of Hanley, in the county of Stafford, 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 8th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charlotte Howson, of the Ironmarket, Newcastle-under-Lyme, in the county of Stafford, Grocer, Provision Dealer, Wine and Spirit Merchant, and Licensed Victualler.

SAMUEL HAYES, of Hanley, in the county of Stafford, 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 8th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Cooper, of Grey Sitch Farm, Brethby, in the county of Derby, Farmer.

CHARLES HARRISON, of Burton-upon-Trent, in the county of Stafford, 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 12th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Nottinghamshire, holden at Nottingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Hunt, of Besthorpe, in the county of Nottingham, Farmer.

THOMAS OLIVER QUIBELL, of Newark-upon-Trent, in the county of Nottingham, 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 22nd day of November, 1879.

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 Joseph Fox, of Church-street, Sutton-in-Ashfield, in the county of Nottingham, Wheelwright and Farmer.

SAMUEL TURNER, of 3, Commercial-terrace, Mansfield, in the county of Nottingham, Estate Agent, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of

the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1879.

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 John Reavill, of Woodborough, in the county of Nottingham, Farmer.

HENRY YOUNG, of the town of Nottingham, 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 19th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Southampton.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Christopher George Roberts, of Garlic Farm, in the parish of King's Somborne, in the county of Hants, and of Michelmersh Dairy Farm, in the parish of Michelmersh, in the same county, Farmer.

ROBERT FREDERICK ROBERTS, of Siltan, in the county of Dorset, Farmer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 24th day of November, 1879.

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 Stephen Cunningham, of Barrow-upon-Soar, in the county of Leicester, Labourer and Grocer.

WILLIAM BERRIDGE, of Loughborough, in the county of Leicester, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 20th day of November, 1879.

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 Thomas Foxon, of the Mineral Baths, in the parish of Hinckley, in the county of Leicester, Bath Proprietor, Beer Retailer, Builder, and Practical Bricklayer, lately trading as Thomas and Charles Foxon, and sometimes as Foxon and Son.

THOMAS KIDDLE, of Hinckley aforesaid, Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield.

To Robert Henry Roe, of Totley, near Sheffield, in the county of Derby, Painter and Picture Dealer.

In the Matter of a Debtor's Summons issued against you by Thomas Hoadley Hedden, of 9, New Kirkgate, Bradford, in the said county of York, Picture Dealer.

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 24th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Barnsley.

To Seth Hirst, of Royston, near Barnsley, in the county of York, Builder.

TAKE notice, that a Bankruptcy Petition has been presented against you to this Court by Charles Cutts, of Royston aforesaid, Joiner, and the Court has ordered that the publication of this notice in the London Gazette shall be deemed to be service of the petition upon you; and further take notice that the said petition will be

heard at this Court on the 17th day of December, 1879, at half-past three o'clock in the afternoon, on which day you are required to appear, and if you do not appear the Court may adjudge you bankrupt in your absence. The petition can be inspected by you on application at this Court.—Dated this 26th day of November, 1879.

In the London Bankruptcy Court.

A FIRST Dividend of 1s. in the pound has been declared in the matter of Andrew Liddell Menzies, of No. 56, Leadenhall-street, in the city of London, Commission Merchant, trading as R. D. Menzies and Son, adjudicated bankrupt on the 24th day of April, 1879, and will be paid by me, at my offices, No. 2, Gresham-buildings, Guildhall, in the city of London, on Monday, the 8th day of December, 1879, between the hours of eleven and three.—Dated this 21st day of November, 1879.

ROBERT GIFFORD, Trustee.

In the London Bankruptcy Court.

A FINAL Dividend of 5d. in the pound has been declared in the matter of Henry Powis, of Nos. 69 and 71, Upper-street, Islington, in the county of Middlesex, Fringe Manufacturer and Baby Linen Warehouseman, adjudicated bankrupt on the 6th day of November, 1879, and will be paid by me, at my offices, situate at 28, King-street, Cheapside, in the city of London, on and after the 28th day of November, 1879.—Dated this 25th day of November, 1879.

J. A. JOSOLYNE, Trustee.

In the County Court of Northumberland, holden at Newcastle.

A FIRST and Final Dividend of 2s. 11d. in the pound has been declared in the matter of Thomas Kirtou, residing at Benton, in the county of Northumberland, and carrying on business at Lorne-yard, Cloth Market, Newcastle-upon-Tyne, as a Brush Manufacturer, adjudicated bankrupt on the 8th day of February, 1879, and will be paid by me, at the offices of Messrs. Bowden and Amos, 42, Mosley-street, Newcastle-upon-Tyne, on and after the 30th instant.—Dated this 22nd day of November, 1879.

ROBERT AMOS, Trustee.

In the County Court of Lancashire, holden at Blackburn.

A FIRST Dividend of 5s. in the pound has been declared in the matter of Edward Smith Nightingale, of No. 35, Alexandra-road, and No. 7, Northgate, both within Blackburn, in the county of Lancaster, adjudicated bankrupt on the 13th day of May, 1879, and will be paid by me, at my office, No. 36, King William-street, Blackburn aforesaid, on and after Wednesday, the 3rd day of December, 1879.—Dated this 27th day of November, 1879.

A. W. BRAGG, Trustee.

In the County Court of Norfolk, holden at Great Yarmouth.

A SECOND Dividend of 2s. 6d. in the pound has been declared in the matter of Marian Alicia Daniel, of Great Yarmouth, in the county of Norfolk, Widow, adjudicated bankrupt on the 14th day of September, 1877, and will be paid by me, at my offices, Hall Quay chambers, Great Yarmouth aforesaid, on and after the 27th day of November, 1879.—Dated this 24th day of November, 1879.

LOVEWELL BLAKE, Trustee.

In the County Court of Denbighshire, holden at Wrexham.

A SECOND and Final Dividend of 2s. 6d. in the pound has been declared in the matter of the separate estate of Arthur Jones, of the Pontcysyllte Iron Works, Pontcysyllte, in the parish of Ruabon, in the county of Denbigh, Iron Manufacturer, adjudicated bankrupt on the 26th day of August, 1876, and will be paid by me, at my office, No. 25, Castle-street, Liverpool, in the county of Lancaster, on and after the 28th day of November, 1879.—Dated this 24th day of November, 1879.

JOHN S. BLEASE, Trustee.

In the County Court of Cornwall, holden at Truro.

A FIRST and Final Dividend of about 2s. 4d. in the pound has been declared in the matter of John Pearce, of Roche, in the county of Cornwall, Farmer and Carrier, adjudicated a bankrupt on the 2nd day of March, 1878, and will be paid by me, at my offices, 26, River-street, Truro, on and after the 26th day of November, 1879.—Dated this 25th day of November, 1879.

THOS. CHIRGWIN, Trustee.

In the County Court of Lincolnshire, holden at Great Grimsby.

A FIRST and Final Dividend of 2s. 10d. in the pound has been declared in the matter of John Budibent Carter, of Truethorpe, in the county of Lincoln, Farmer, adjudicated bankrupt on the 11th day of January, 1879, and will be paid by me, on application at my office, No. 8, Bridge-street, Boston, in the county of Lincoln, on and after the date hereof.—Dated this 24th day of November, 1879.

CHAS. LUCAS, Trustee.

In the County Court of Norfolk, holden at Great Yarmouth.
A DIVIDEND of 6d. in the pound has been declared in the matter of George William Baldry, otherwise Herbert Leslie, of No. 6, Dagmar-terrace, Nelson-road South, Great Yarmouth, in the county of Norfolk, Artist, adjudicated a bankrupt on the 16th day of November, 1877, and will be paid at No. 26, King-street, Great Yarmouth, in the county of Norfolk, any day after the 25th day of November, 1879, between the hours of ten and four.—Dated this 25th day of November, 1879.

JNO. ETHERIDGE, Trustee.

In the County Court of Devonshire, holden at Exeter, in transfer from the Court of Bankruptcy for the Exeter District.

In the Matter of Helen Richardson, late of Creech Saint Michael, in the county of Somerset, Widow, late a Prisoner for debt in the Gaol at Taunton, in the county of Somerset, who was adjudicated a Bankrupt by Her Majesty's Court of Bankruptcy for the Exeter District on the 13th day of June, 1866.

I HEREBY give notice that the Creditors who have proved their debts under the above estate may receive a final dividend of one shilling in the pound upon application at my office, No. 13, Bedford-circus, Exeter, on any day after Monday, the 8th day of December next. 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.

R. R. M. DAW, Registrar and Official Assignee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against James Daglish, of No. 148, Curtain-road, in the county of Middlesex, and of No. 22, Castlewood-road, Stamford Hill, in the county of Middlesex, Upholsterer and Cabinet Maker.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said James Daglish having been given, it is ordered that the said James Daglish be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1879.

By the Court,

Wm. P. Murray, Registrar.

The First General Meeting of the creditors of the said James Daglish is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1879, 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 C F Buller, of No. 7, South-street, Grosvenor-square, in the county of Middlesex.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said C F Buller having been given, it is ordered that the said C F Buller be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1879.

By the Court,

W. P. Murray, Registrar.

The First General Meeting of the creditors of the said C F Buller is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1879, 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 John William Ramsay, of No. 79, Westbourne Grove, Bayswater, in the county of Middlesex, Draper.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said John William Ramsay having been given, it is ordered that the said John William Ramsay be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 13th day of November, 1879.

By the Court,

Wm. Hazlitt, Registrar.

The First General Meeting of the creditors of the said John William Ramsay 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, 1879, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William Hazlitt, Esq., one of the Registrars, at the office of Mr. Peter Paget, Official Assignee in the London Bankruptcy Court, 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 William George Coles, of Cross Keys-square, Little Britain, in the city of London, and 11, Ashmead-road, Saint John's, Lewisham, in the county of Kent, Warehouseman and Commission Agent.

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 George Coles having been given, it is ordered that the said William George Coles be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1879.

By the Court,

Wm. F. Murray, Registrar.

The First General Meeting of the creditors of the said William George Coles is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1879, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to William 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 James Watt Davis, of 4, Copthall buildings, Copthall-court, Throgmorton-street, in the city of London, Stock and Share Broker.

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 James Watt Davis having been given, it is ordered that the said James Watt Davis be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1879.

By the Court,

Wm. F. Murray, Registrar.

The First General Meeting of the creditors of the said James Watt Davis is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 12th day of December, 1879, at half-past twelve 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 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 County Court of Kent, holden at Canterbury.**

In the Matter of a Bankruptcy Petition against Martha Ann Greenstreet, of No. 27, Meeting-street, Ramsgate, in the county of Kent, late Smack Owner, now out of business.

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 Martha Ann Greenstreet having been given, it is ordered that the said Martha Ann Greenstreet be, and she is hereby, adjudged bankrupt.—Given under the Seal of the Court this 26th day of November, 1879.

By the Court,

Walter Furley, Registrar.

The First General Meeting of the creditors of the said Martha Ann Greenstreet is hereby summoned to be held at the office of the Registrar of the above Court, 38, St. Margaret-street, Canterbury, on the 12th day of December, 1879, 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 her 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 Hampshire, holden at Portsmouth.**

In the Matter of a Bankruptcy Petition against Arthur Gordon Schneider, of Clantfield, in the parish of Chilton, in the county of Hants, Gentleman.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Arthur Gordon Schneider having been given, it is ordered that the said Arthur Gordon Schneider be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1879.

By the Court,

Wm. Renny, Registrar.

The First General Meeting of the creditors of the said Arthur Gordon Schneider is hereby summoned to be held at the Court-house, Saint Thomas'-street, Portsmouth, in the county of Hants, on the 11th day of December, 1879, 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 Bedfordshire, holden at Bedford.**

In the Matter of a Bankruptcy Petition against George Barnabas Symonds, of Market-place, Potton, in the county of Bedford, Ironmonger, &c.

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 Barnabas Symonds having been given, it is ordered that the said George Barnabas Symonds be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1879.

By the Court,

James Pearse, Registrar.

The First General Meeting of the creditors of the said George Barnabas Symonds is hereby summoned to be held at the Lion Hotel, High-street, Bedford, in the county of Bedford, on the 12th day of December, 1879, 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 the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.**In the County Court of Monmouthshire, holden at Newport.**

In the Matter of a Bankruptcy Petition against Rucombe Habberfield, of the Gwyn Farm, Cross Keys, in the parish of Risca, and of the Three Tuns Inn, Thomas-street, Newport, both in the county of Monmouth, Farmer, Dealer, and Innkeeper.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the act of Bankruptcy alleged to have been committed by the said Rucombe Habberfield having been

Given, it is ordered that the said Ruscombe Habberfield be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1879.

By the Court,

Henry John Davis, Registrar.

The First General Meeting of the creditors of the said Ruscombe Habberfield is hereby summoned to be held at the offices of this Court, situate in Bridge-street, Newport, Mon., on the 11th day of December, 1879, 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 the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at Great Yarmouth. In the Matter of a Bankruptcy Petition against Dennis Olley Leech and Henry George, both of Wintertoh, in the county of Norfolk, Fishermen and Fishing Boat Owners, trading as Leech and George, at Wintertoh aforesaid.

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 Dennis Olley Leech and Henry George having been given, it is ordered that the said Dennis Olley Leech and Henry George be, and they are hereby, adjudged bankrupts.—Given under the Seal of the Court this 25th day of November, 1879.

By the Court,

Edward W. Worledge, Registrar.

The First General Meeting of the creditors of the said Dennis Olley Leech and Henry George is hereby summoned to be held at the Office of the Court, 26, King-street, Great Yarmouth, in the county of Norfolk, on the 11th day of December, 1879, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupts to attend thereat for examination, and to produce thereat a statement of their affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupts must deliver them, and all debts due to the bankrupts must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of a Bankruptcy Petition against William Bottomley, of Saint Paul's-road, Manningham, in the parish of Bradford, in the county of York, now or lately a Wool and Waste 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 act or acts of the Bankruptcy alleged to have been committed by the said William Bottomley having been given, it is ordered that the said William Bottomley be, and he is hereby adjudged bankrupt.—Given under the Seal of the Court this 25th day of November, 1879.

By the Court,

Geo. Robinson, Registrar.

The First General Meeting of the creditors of the said William Bottomley is hereby summoned to be held at this Court, on the 9th day of December, 1879, at nine o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to 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 Augustus Dickson, of No. 26, Carter-lane, in the city of London, and of No. 1, Cloughton-villas, Eastern-road, Romford, in the county of Essex, Commission Agent, a Bankrupt.

Algernon Mount, of 17, Gracechurch-street, in the city of London, 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 18th day of December, 1879, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Robert John Barton Wilson France, of Rawcliffe Hall, Rawcliffe, in the county of Lancaster, but now residing at the Westminster Palace Hotel, in the city of Westminster, in the county of Middlesex, a Bankrupt.

Charles Chatteris, of 1, Queen Victoria-street, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the adjourned Public Examination of the bankrupt to take place at the London Bankruptcy Court, on the 4th day of December, 1879, 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 13th day of November, 1879.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Charles Birks, of 39, Bow-lane and 29, Watling-street, in the city of London, and 1, Westbury-place, Green-lanes, Wood Green, in the county of Middlesex, trading as a Commission Agent and Merchant, a Bankrupt.

William Liddall, of Moorgate-street-chambers, Great Swan-alley, Moorgate-street, in the city of London, 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, on the 17th day of December, 1879, 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 21st day of November, 1879.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of William Bodger, of 330, High Holborn, in the county of Middlesex, Draper's Assistant, a Bankrupt.

Henry Arthur Dubois, of 1, Sergeant's-inn, Chancery-lane, 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, on the 10th day of December, 1879, 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 7th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Greenwich.

In the Matter of Charles Edward Potter and George Thomas Pearson, both of Deptford, in the county of Kent, Builders, carrying on business in copartnership, under the style or firm of Potter and Pearson, Bankrupts.

Edwin May, of Maidon, in the county of Essex, Accountant, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the above County Court, on the 9th day of December, 1879, at one o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at Exeter.

In the Matter of Ann Higgins, of Torquay, in the county of Devon, Widow, a Bankrupt.

Henry Hughes, of Higher Summerland, in the county of the city of Exeter, Gentleman, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Castle of Exeter, at Exeter, on the 10th day of December, 1879, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth.

In the Matter of Jane Rowland, of the Clapham House Laundry, Kenneth-road, Wandsworth road, in the county of Surrey, Landress, a Bankrupt.

William Cornish Cooper, of No. 20, King's Arms-yard, in the city of London, 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 of Surrey, holden at Wandsworth, on the 16th day of December, 1879, at two o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Wandsworth. In the Matter of Andrew John Murrar, of Ravendale, Macauley-road, Clapham, in the county of Surrey, Gentleman, a Bankrupt.

Henry Arthur Dubois, of No. 1, Serjeant's-inn, Chancery-lane, 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 Court-house, Wandsworth, on the 16th day of December, 1879, at two o'clock in the afternoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 21st day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham, by transfer from the County Court of Lincolnshire, holden at Great Grimsby.

In the Matter of Anton Dold, of No. 390, Victoria-street North, Great Grimsby, in the county of Lincoln, Jeweller, a Bankrupt.

Samuel Barnett, of Hockley-hill, Birmingham, Jeweller, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, situate and being in Waterloo-street, Birmingham, in the county of Warwick, on the 19th day of December, 1879, at ten o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Buckinghamshire, holden at Aylesbury.

In the Matter of Thomas Hunt, of Turville, in the county of Bucks, Innkeeper, Chair Turner, and Grocer, a Bankrupt.

George Myrton, of High Wycombe, in the county of Bucks, Grocer, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County-hall, in Aylesbury aforesaid, on the 14th day of January, 1880, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Robert Taylor Garget, of Darlington and Low Consiliffe in the county of Durham, Joiner and Cabinet Maker, a Bankrupt.

Frank Brown, of Darlington, in the county of Durham, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court, Stockton-on-Tees, on the 16th day of December, 1879, 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 24th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester. In the Matter of Joseph Crompton, late of 83, Shudehill, but now of 14, Turner-street, both in the city of Manchester, and of Holly Bank, Chorlton-on-Medley, both in the county of Lancaster, Small-ware Dealer and Hosier, trading as J. Crompton and Co., a Bankrupt.

Robert Edward Jones, of 17, Mosley-street, Manchester aforesaid, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, Quay-street, Manchester aforesaid, on the 15th day of December, 1879, 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 24th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of Peter Kuse, of 8, Stevenson-street, Waver tree-road, Wavertree, and formerly of No. 90, Regent-road, Liverpool, in the county of Lancaster, Licensed Victualler, a Bankrupt.

Henry Bolland, of 10, South John-street, Liverpool, in the county of Lancaster, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Court-house, No. 80, Lime-street, Liverpool aforesaid, on the 19th day of December, 1879, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of William Middlemass, formerly carrying on business at West Blandford-street, in the borough and county of Newcastle-upon-Tyne, formerly residing at Spring Bank Villa, Benwell, in the county of Northumberland, Spirit, Ale, and Porter Merchant, and Commission Agent, and now residing at Monkseaton, in the said county of Northumberland, out of business, a Bankrupt.

Charles George Hoyle, of Newcastle-upon-Tyne, 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 Offices, West-gate-road, Newcastle-upon-Tyne, on the 11th day of December, 1879, at eleven o'clock in the forenoon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Alphonse Preston, of 44, Latimer-street, Sheffield, in the county of York, Builder, a Bankrupt.

Edwin Edey, of Change-alley, Sheffield, in the county of York, 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 Hall, Bank-street, Sheffield, in the county of York, on the 18th day of December, 1879, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 26th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Norfolk, holden at King's Lynn. In the Matter of Alfred Southwell, of Wisbech Saint Peter, in the county of Cambridge, Baker and Farmer, adjudicated Bankrupt on the 3rd day of July, 1878.

A MEETING of the Creditors of the said Alfred Southwell will be held at the Public-hall, Wisbech, on Saturday, the 6th day of December next, at half past eleven o'clock in the forenoon, for the following purposes:—1. To pass the Trustee's accounts; 2. To fix the amount of the Trustee's remuneration; 3. To declare a Final Dividend; 4. To release the Trustee; 5. To close the bankruptcy; 6. To consider and, if resolved, to grant the discharge of the bankrupt.—Dated the 25th day of November, 1879.

W. B. WHALL, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of Jocelyn Tate Fazackerley Westby, of Mowbreck Hall, Kirkham, in the county of Lancaster, Gentleman, adjudicated a Bankrupt on the 28th day of June, 1870.

To the Creditors of the said Bankrupt.

TAKE notice, that the bankrupt will apply to this Court on the 23rd day of December, 1879, at eleven o'clock in the forenoon, for an Order of Discharge, on the ground that he has paid to his several creditors since the close of the bankruptcy a sum of not less than ten shillings in the pound on all the debts proved in his bankruptcy.—Dated this 21st day of November, 1879.

FREDERIC CAMPBELL HULTON, Trustee.

In the London Bankruptcy Court.

On the 19th day of December, 1879, at eleven o'clock in the forenoon, Charles Edward Curtis, of 94, High-street, Homerton, in the county of Middlesex, Farrier, who was adjudicated bankrupt on the 21st day of December, 1876, will apply for an Order of Discharge.—Dated this 25th day of November, 1879.

In the County Court of Lancashire, holden at Manchester.

On the 22nd day of December, 1879, at eleven o'clock in the forenoon, at the Court-house, Quay-street, Deansgate, in the city of Manchester, William Henry Tudsbury Turner, of the firm of Charles Leigh Clarke and William Henry Tudsbury Turner, of Todd-street and Corporation street, in the city of Manchester, Consulting Engineers, and Iron Merchants, trading in copartnership under the style or firm of Clarke and Turner, who was adjudicated bankrupt on the 8th day of November 1875, will apply for an Order of Discharge.—Dated this 24th day of November, 1879.

In Her Britannic Majesty's Supreme Court for China and Japan.—In Bankruptcy.

ON the 13th day of January, 1880, at two o'clock in the afternoon, John Macnamara Canny, formerly of Shanghai, in the Empire of China, Merchant, adjudicated bankrupt on the 27th day of July, 1877, will apply for an Order of Discharge.—Dated Shanghai, this 9th day of October, 1879.

H. S. WILKINSON, Acting-Registrar.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Rudolph Julius Jensen, of No. 112, Ledbury-road, Westbourne Park, in the county of Middlesex, lately carrying on business in copartnership with Charles Edward Samuels, at Ohepston-buildings, Oxford-street, in the city of Manchester, as Merchants and Commission Agents, under the style or firm of Samuels, Jensen, and Company, adjudicated bankrupt on the 23rd day of July, 1879. Creditors who have not proved their debts by the 31st day of January, 1880, will be excluded.—Dated this 21st day of November, 1879.

C. R. Trevor, Trustee.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of William Frederick Dickes, Walter James Dickes, and Charles George Uphill, trading as William Dickes and Co., at Farringdon-road, Clerkenwell, in the county of Middlesex, as Oil and Colour Printers, adjudicated bankrupts on the 20th day of February, 1878. Creditors who have not proved their debts by the 12th day of December, 1879, will be excluded.—Dated this 26th day of November, 1879.

Jno. F. Lovering, Trustee.

In the London Bankruptcy Court.

A Dividend is intended to be declared in the matter of Thomas Merriman, of No. 37, Noble-street, in the city of London, Tie Manufacturer and Warehouseman, adjudicated bankrupt on the 19th day of October, 1878. Creditors who have not proved their debts by the 6th day of December, 1879, will be excluded.—Dated this 26th day of November, 1879.

F. H. Collison, Trustee.

In the London Bankruptcy Court.

A First and Final Dividend is intended to be declared in the matter of Lionel Andrew Cohen, of 150, Leadenhall-street, in the city of London, and of No. 9, Eaton-place, Brighton, in the county of Sussex, Merchant, adjudicated bankrupt on the 1st day of November, 1876. Creditors who have not proved their debts by the 17th day of December, 1879, will be excluded.—Dated the 26th day of November, 1879.

S. Debenham, Trustee.

In the County Court of Kent, holden at Greenwich.

A Dividend is intended to be declared in the matter of William Riddell Brunton, of 43, Kirkdale, Sydenham, in the county of Kent, Apothecary, adjudicated bankrupt on the 14th day of May, 1878. Creditors who have not proved their debts by the 8th day of December, 1879, will be excluded.—Dated this 26th day of November, 1879.

Richd. Rabbidge, Trustee.

In the County Court of Suffolk, holden at Ipswich.

A Dividend is intended to be declared in the matter of Samuel Pond Gooch, of Ipswich, in the county of Suffolk, Milliner, adjudicated bankrupt on the 13th day of December, 1878. Creditors who have not proved their debts by the 10th day of December, 1879, will be excluded.—Dated this 24th day of November, 1879.

J. F. Titchmarsh, Trustee.

In the County Court of Northumberland, holden at Newcastle.

A Second and Final Dividend is intended to be declared in the matter of James Lamb, of No. 21, Bigg-market, and residing at No. 59, Cambridge-street, both in the town and county of Newcastle-upon-Tyne, Boot and Shoe Maker, adju-

dicated bankrupt on the 16th day of October, 1878. Creditors who have not proved their debts by the 8th day of December, 1879, will be excluded.—Dated this 26th day of November, 1879.

Charles T. Hoyle, Trustee.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Mark Anthony Savage, of No. 34, Ryehill, in the borough of Newcastle-upon-Tyne, Surgeon and Dealer in Medicine, a Bankrupt.

An Order of Discharge was granted to Mark Anthony Savage, of No. 34, Ryehill, in the borough of Newcastle-upon-Tyne, Surgeon and Dealer in Medicine, who was adjudicated bankrupt on the 14th day of November, 1878.—Dated this 21st day of November, 1879.

In the County Court of Cheshire, holden at Nantwich and Crewe.

In the Matter of Peter Ranicar, of No. 45, Victoria-street, Crewe, in the county of Chester, Musical Instrument Dealer and Stationer, a Bankrupt.

An Order of Discharge was this day granted to the said Peter Ranicar, who was adjudicated bankrupt on the 5th day of October, 1877.—Dated this 5th day of November, 1879.

THIS is to give notice, that the Court acting in the prosecution of an adjudication of bankruptcy, made on the 30th day of December, 1869, against George John Millwood, of Pickering-street, Islington, in the county of Middlesex, Bricklayer, previously of 227, King-street, Hammersmith, in the said county, Bricklayer and Builder, did, on the 6th day of November, 1879, grant the discharge of the said bankrupt, and that such discharge will be delivered to the bankrupt unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Arthur Walker, of 43, Upper Thames-street, in the city of London, Drysalter, a Bankrupt. Before Mr. Registrar Pepys, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 5th day of November, 1879, reporting that so much of the property of the bankrupt as can be, without needlessly protracting the bankruptcy, has been realized for the benefit of his creditors, but no dividend has been paid owing to the insufficiency of funds, and upon hearing Mr. Bell, Solicitor for the Trustee, and upon reading the affidavit of Samuel Charles Baker, sworn on the 22nd day of November, 1879, proving the service of notice of this application on the creditors who have proved their debts, and no creditor appearing, the Court being satisfied that so much of the property of the bankrupt as can be, without needlessly protracting the bankruptcy, has been realized for the benefit of his creditors, but no dividend has been paid owing to the insufficiency of funds, doth order and declare that the bankruptcy of the said Arthur Walker has closed.—Given under the Seal of the Court this 25th day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of John Brierly, of 49, Everton Brow, Liverpool, in the county of Lancaster, Chemist and Druggist, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 29th day of October, 1879, reporting that so much of the property of the bankrupt as could be realized without needlessly protracting the bankruptcy had been realized, as shown by the statement thereunto annexed, but no dividend had been paid, the estate not having realized sufficient to pay the costs of the bankruptcy, the Court being satisfied thereof, doth order and declare that the bankruptcy of the said John Brierly has closed.—Given under the Seal of the Court this 21st day of November, 1879.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Manchester, by transfer from the County Court of Shropshire, holden at Shrewsbury.

In the Matter of Edward Alfred Jones, of 58, Ma-do'n, Shrewsbury, in the county of Salop, formerly of Hart-hill, in the county of Warwick, Draper, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 21st day of November, 1879, reporting that so much of the property of the bankrupt as can, according to the joint opinion of the Trustee and the Committee of Inspection, be realized without needlessly protracting the bankruptcy has been realized, the Court being satisfied that so much of the property of the bankrupt as can be realized without needlessly protracting the bankruptcy

has been realized, doth order and declare that the bankruptcy of the said Edward Alfred Jones has closed.—Given under the Seal of the Court this 24th day of November, 1879.

THE estates of Robert Reid, Manufacturer, Canseyside-street, Paisley, were sequestrated on the 22nd day of November, 1879, by the Sheriff of Renfrew and Bute. The first deliverance is dated the 22nd day of November, 1879.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 5th day of December, 1879, within the County Hotel, County-place, Paisley.

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 22nd day of March, 1880.

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.

JOHN ADAM, Writer, Paisley, Agent.

THE estates of James Roy Fraser, Dealer in Musical Instruments and Teacher of Music, in Paisley, were sequestrated on the 24th day of November, 1879 years, by the Sheriff of Renfrew and Bute.

The first deliverance is dated the 24th day of November, 1879 years.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Tuesday, the 9th day of December, 1879 years, within the County Hotel, County-place, Paisley.

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 24th day of March, 1880 years.

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.

JOHN ADAM, Writer, in Paisley, Agent.

Paisley, 25th November, 1879.

THE estates of Rear-Admiral Jack Henry Murray, residing at East Haugh, near Pitlochry, were sequestrated on the 22nd day of November, 1879, by the Sheriff of Perthshire.

The first deliverance is dated the 22nd day of November, 1879.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Thursday, the 4th day of December, 1879, within the Solicitors' Library, County-buildings, Perth.

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 22nd day of March, 1880.

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.

JOHN B. McCASH, Solicitor,

28, High-street, Perth, Petitioner's Agent.

THE estates of James Easton and Company, Engineers and Ironmongers, 17, Oswald-street, Glasgow, and of James Easton, Engineer and Ironmonger there, sole Partner of said firm of James Easton and Company, as such Partner, and as an Individual, were sequestrated on the 24th day of November, 1879, by the Sheriff of Lanarkshire.

The first deliverance is dated the 24th November, 1879.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 2nd day of December, 1879, within the Faculty-hall, Saint George's-place, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 24th day of March, 1880.

A Warrant of Protection has been granted to the bankrupt, James Easton, till the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

D. and J. HILL, Writers,

107, West Regent-street, Glasgow, Agents.

THE estates of Henry Newby Fraser, Farmer, at Rose-neath, in the county of Dumbarton, were sequestrated on the 22nd day of November, 1879, by the Court of Session.

The first deliverance is dated the 22nd day of November, 1879.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Thursday, the 4th day of December, 1879, within Aitken's Temperance Hotel, Argyle-street, Glasgow.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 22nd day of March, 1880.

The sequestration has been remitted to the Sheriff Court of Lanarkshire, and a Warrant of Protection granted to the bankrupt till the Meeting for the election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. KNOX CRAWFORD, S.S.C., Agent,

10, George's-reet, Edinburgh.

DOBIE and WATSON, Solicitors, Annan.

THE estates of Peter Williamson, Stoneware Merchant, Portsoy, in the parish of Fordyce, and county of Banff, were sequestrated on the 24th day of November, 1879, by the Sheriff of Banff, Elgin, and Nairn, acting in Banffshire.

The first deliverance is dated the 24th day of November, 1879.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Friday, the 5th day of December, 1879, within the Commercial Hotel, Portsoy.

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 24th day of March, 1880.

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.

JOHN A. COLVILL, Solicitor, Portsoy, Agent.

All Letters must be Post paid, and all communications on the business of the London Gazette to be addressed to the Office, Princes Street, Westminster.

Orders for Gazettes to be addressed to the Publishers, 45, St. Martin's Lane.

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