



The London Gazette.

Published by Authority.

FRIDAY, NOVEMBER 26, 1880

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the tenth year of the reign of Her Majesty, intituled "An Act for the more easy recovery of small debts and demands in England," it is, among other things, enacted that it should be lawful for Her Majesty, with the advice of Her Privy Council, to order that the said Act be put in force in such county or counties as to Her Majesty, with the advice aforesaid, should seem fit, and to divide the whole or part of any such county (including all counties of cities, and counties of towns, cities, boroughs, towns, ports and places, liberties, and franchises therein contained or thereunto adjoining) into districts; and to order that the County Court should be holden for the recovery of debts and demands, under the said Act, in each of such districts; and from time to time to alter such districts, as to Her Majesty, with the advice aforesaid, should seem fit; and from time to time, with the advice aforesaid, to declare by what name and in what towns and places the County Court should be holden in each district:

And whereas Her Majesty was pleased, by an Order in Council of the ninth day of March, one thousand eight hundred and forty-seven, to order that the said Act be put in force in the counties and places therein specified, and the same was put in force accordingly:

And whereas by certain other Acts made and passed in the thirteenth, in the fourteenth, in the sixteenth, in the twentieth, in the twenty-second, in the twenty-ninth, in the thirty-first, and in the thirty-ninth years of the reign of Her Majesty, the provisions of the said recited Act have been amended and extended:

And whereas it hath been represented that it would be of advantage to the public if certain alterations were made in some of the districts of the Courts specified and set forth in the aforesaid Order:

Her Majesty, having taken the premises into consideration, is thereupon pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, that from and after the thirty-first day of December, one thousand eight hundred and eighty—

The village of New Lackenby and the hamlet of Lazenby in the parish of Wilton now in the district of the County Court of Yorkshire holden

at Stokesley and Guisborough, shall be in the District of the County Court of Durham holden at Stockton-on-Tees and Middlesborough.

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the tenth year of the reign of Her Majesty, intituled "An Act for the more easy recovery of small debts and demands in England," it is, among other things, enacted that it should be lawful for Her Majesty, with the advice of Her Privy Council, to order that the said Act be put in force in such county or counties as to Her Majesty, with the advice aforesaid, from time to time, should seem fit, and to divide the whole or part of any such county (including all counties of cities, and counties of towns, cities, boroughs, towns, ports, and places, liberties, and franchises therein contained or thereunto adjoining) into districts; and to order that the County Court should be holden for the recovery of debts and demands, under the said Act, in each of such districts; and from time to time to alter such districts, as to Her Majesty, with the advice aforesaid, should seem fit; and from time to time, with the advice aforesaid, to declare by what name, and in what towns and places, the County Court should be holden in each district:

And whereas Her Majesty was pleased, by an Order in Council of the ninth day of March, one thousand eight hundred and forty-seven, to order that the said Act be put in force in the counties and places therein specified, and the same was put in force accordingly:

And whereas by certain other Acts made and passed in the thirteenth, in the fourteenth, in the sixteenth, in the twentieth, in the twenty-second, in the twenty-ninth, in the thirty-first, and in the thirty-ninth years of the reign of Her Majesty, the provisions of the said recited Act have been amended and extended:

And whereas Her Majesty was pleased, by a further Order in Council, of the thirteenth day of November, 1858, to order that the County Court of Staffordshire, holden at Hanley, should be held at Burslem and Tunstall as well as at Hanley:

And whereas it hath been represented that it would be an advantage to the public if certain portions of the present District of the County

Court of Staffordshire, holden at Hanley, Burslem, and Tunstall were separated from the District of such Court, and were to form the Districts of two separate County Courts, to be known by the respective names of the County Court of Staffordshire holden at Burslem, and of the County Court of Staffordshire holden at Tunstall :

Her Majesty, having taken the premises into consideration, is thereupon pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, that from and after the thirty-first day of December, one thousand eight hundred and eighty—

The parishes of Burslem and Norton-in-the-Moors, and so much of the parish of Wolstanton as lies within a line drawn due west from the point where the south-western boundary of the Local Board District of Tunstall, the north-west boundary of the borough of Burslem, and the east boundary of the parish of Wolstanton meet to the west side of the main line of the North Staffordshire Railway ; thence southward along the said west side of the said railway to the point where the north-western boundary of the borough of Burslem first crosses the said west side of the said railway ; thence northward along the east boundary of the parish of Wolstanton to the point first described : and so much of the said parish of Wolstanton as lies within a line drawn from the point where the west boundary of the borough of Burslem crosses the west side of the main line of the North Staffordshire Railway, southward of the Longport Station on the said railway ; thence southward along the west boundary of the said borough to the point where such boundary meets the north-west boundary of the borough of Hanley then within a line drawn due west to the said west side of the said railway ; thence northward along the said west side of the said railway to the point where the west boundary of the borough of Burslem crosses the west side of the said railway, southward of the Longport Station, now in the district of the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall, shall cease to be within the district of the said County Court, and shall form the district of a County Court to be holden at Burslem ; and a County Court for the purposes of the above-mentioned Acts shall accordingly from and after such thirty-first day of December next be held in the borough of Burslem aforesaid by the name of the County Court of Staffordshire holden at Burslem, for the parishes of Burslem and Norton-in-the-Moors, and so much of the parish of Wolstanton, as lies within a line drawn due west from the point where the south-western boundary of the Local Board District of Tunstall, the north-west boundary of the borough of Burslem, and the east boundary of the parish of Wolstanton meet to the west side of the main line of the North Staffordshire Railway ; thence southward along the said west side of the said railway to the point where the north-western boundary of the borough of Burslem first crosses the said west side of the said railway ; thence northward along the east boundary of the parish of Wolstanton to the point first described, and so much of the said parish of Wolstanton as lies within a line drawn from the point where the west boundary of the borough of Burslem crosses the west side of the main line of the North Staffordshire Railway, southward of the Longport Station on the said railway ; thence southward along the west boundary of the said borough to the point where such boundary meets the north-west boundary of the borough of Hanley, then within a line drawn due west to the said west side of the said railway ;

thence northward along the said west side of the said railway to the point where the west boundary of the borough of Burslem crosses the west side of the said railway, southward of the Longport Station, now in the district of the County Court of Staffordshire holden at Hanley, Burslem, and Tunstall.

So much of the parish of Wolstanton as lies to the north of the boundary of the parish of Burslem and to the west of the boundary of the parish of Norton-in-the-Moors shall cease to be within the district of the County Court of Staffordshire holden at Hanley, Burslem, and Tunstall, and shall form the district of the County Court of Staffordshire to be holden at Tunstall ; and a County Court for the purposes of the above-mentioned Acts shall accordingly from and after such thirty-first day of December next be held at Tunstall aforesaid by the name of the County Court of Staffordshire holden at Tunstall, for so much of the parish of Wolstanton as lies to the north of the boundary of the parish of Burslem and to the west of the boundary of the parish of Norton-in-the-Moors.

The County Court of Staffordshire now holden under the name of "The County Court of Staffordshire holden at Hanley, Burslem, and Tunstall," shall from and after such thirty-first day of December next be holden by the name of "The County Court of Staffordshire holden at Hanley," for so much of the present district of the County Court of Staffordshire holden at Hanley, Burslem, and Tunstall, as shall not from and after such thirty-first day of December next form the district under this Order of either of the County Court of Staffordshire holden at Burslem, or of the County Court of Staffordshire holden at Tunstall.

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by "The Merchant Shipping Act Amendment Act 1862," it is enacted that whenever it is made to appear to Her Majesty that the rules concerning the measurement of tonnage of merchant ships for the time being in force under the principal Act have been adopted by the Government of any foreign country and are in force in that country, it shall be lawful for Her Majesty by Order in Council, to direct that the ships of such foreign country shall be deemed to be of the tonnage denoted in their certificate of registry or other national papers, and thereupon, it shall no longer be necessary for such ships to be remeasured in any port or place in Her Majesty's dominions, but such ships shall be deemed to be of the tonnage denoted in their certificates of registry or other papers, in the same manner, to the same extent, and for the same purposes, in, to, and for which the tonnage denoted in the certificate of registry of British ships is to be deemed the tonnage of such ships :

And whereas it has been made to appear to Her Majesty that the rules concerning the measurement of tonnage of merchant ships now in force under "The Merchant Shipping Act 1854" have been adopted by the Governments of Russia and the Grand Duchy of Finland, with the exception, as regards Russian steam ships, of a slight difference in the mode of estimating the allowance for engine-room, and such rules are now in force in those countries, having come into operation at the following dates, viz. :—In Russia on the 20th day of December 1879 and in the Grand Duchy of Finland on the 1st day of June 1877 :

Her Majesty is hereby pleased, by and with the advice of Her Privy Council, to direct as follows:

1. As regards sailing ships, that merchant sailing ships of the said Russian Empire, the measurement whereof after the said 20th day of December 1879, has been ascertained and denoted in the registers and other national papers of such sailing ships, testified by the date thereof, and merchant sailing ships of the said Grand Duchy of Finland, the measurement whereof has after the said 1st day of June 1877 been ascertained, denoted, and testified as aforesaid, shall be deemed to be of the tonnage denoted in such registers and other national papers in the same manner and to the same extent and for the same purpose, in, to, and for which the tonnage denoted in the certificate of registry of British sailing ships is deemed to be the tonnage of such ships.

2. As regards steam ships that merchant ships belonging to the said Russian Empire which are propelled by steam or any other power requiring engine room, the measurement whereof shall, after the said 20th day of December, 1879, have been ascertained and denoted in the registers and other national papers of such steam ships, testified by the dates thereof, and that merchant steam ships belonging to the said Grand Duchy of Finland, the measurement whereof has after the said 1st day of June, 1877, been ascertained, denoted, and testified as aforesaid, shall be deemed to be of the tonnage denoted in such registers or other national papers in the same manner, and to the same extent, and for the same purpose, in, to, and for which the tonnage denoted in the certificate of registry of British ships is deemed to be the tonnage of such ships, provided, nevertheless, that if the owner or master of any such Russian steam ship desires the deduction for engine room in his ships to be estimated under the rules for engine room measurement and deduction applicable to British ships instead of under the Russian rule, the engine room shall be measured and the deduction calculated according to the British rules.

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the Merchant Shipping (Colonial) Act, 1869 it is (among other things) enacted that where the Legislature of any British Possession provides for the examination of and grant of Certificates of Competency to persons intending to act as Masters, Mates, or Engineers on board British ships, and the Board of Trade reports to Her Majesty that they are satisfied that the examinations are so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, and that the Certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Acts and are liable to be forfeited for the like reasons and in the like manner, it shall be lawful for Her Majesty by Order in Council:—

1. To declare that the said Certificates shall be of the same force as if they had been granted under the said Acts.
2. To declare that all or any of the provisions of the said Acts which relate to Certificates of Competency granted under those Acts shall apply to the Certificates referred to in the said Order.
3. To impose such conditions and to make such regulations with respect to the said Certifi-

cates, and to the use, issue, delivery, cancellation, and suspension thereof as to Her Majesty may seem fit, and to impose penalties not exceeding fifty pounds for the breach of such conditions and regulations.

And that upon the publication in the London Gazette of any such Order in Council as last aforesaid, the provisions therein contained shall from a date to be mentioned for the purpose in such Order take effect as if they had been contained in the Act, and that it shall be lawful for Her Majesty in Council to revoke any Order made as aforesaid.

And whereas Her Majesty by Order in Council, dated the 17th day of May 1876, which revoked an Order in Council, dated the 12th day of February, 1876, has been pleased to declare that (subject to certain conditions and regulations therein contained) the Colonial Certificates of Competency for the Foreign Trade (therein denominated Colonial Certificates of Competency) granted by the Governor of the Possession of Tasmania under the provisions of the Merchant Ships' Officers Examination Act, 1874, shall be of the same force as if they had been granted under the said Acts relating to Merchant Shipping:

And whereas the Legislature of the British Possession of Tasmania has by the Merchant Ships' Officers Examination Act, 1878, amended and repealed the said recited Merchant Ships' Officers Examination Act, 1874, and made other provisions in lieu thereof:

And whereas the Legislature of the said British Possession of Tasmania has by the said Merchant Ships' Officers Examination Act, 1878, provided for the examination of and grant of Certificates of Competency for Foreign-going ships to persons intending to act as Masters, Mates, or Engineers on board British ships, which Certificates are hereinafter denominated Colonial Certificates of Competency, and the Board of Trade have reported to Her Majesty that they are satisfied that the said examinations are so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, and that the Certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Acts and are liable to be forfeited for the like reasons and in the like manner:

And whereas it has been represented to Her Majesty in Council that the said recited Order in Council of the 17th day of May, 1876, should be revoked and a new Order in Council substituted in lieu thereof:

Now therefore, Her Majesty, by and with the advice and consent of Her Privy Council, doth hereby direct that from and after the date hereof the said recited Order in Council of the 17th day of May, 1876, shall be, and the same is hereby revoked; provided, however, that the revocation of the said Order in Council shall not affect or invalidate any Colonial Certificates of Competency granted as aforesaid prior to and existing at the date hereof.

And Her Majesty is further pleased—

1. To declare that the said Colonial Certificates of Competency granted by the Governor of the said Possession of Tasmania shall be of the same force as if they had been granted under the said Acts.
2. To declare that all the provisions of the said Acts which relate to Certificates of Competency for the Foreign Trade granted under those Acts except so much of the 139th section of the Mer-

chant Shipping Act, 1854, and the 10th section of the Merchant Shipping Amendment Act, 1862, as requires the delivery by the Board of Trade to any Master, Mate, or Engineer of a copy of any Certificate to which he appears to be entitled as therein mentioned, so much of the third paragraph of the 23rd section of the said last-mentioned Act as requires at the conclusion of a case relating to the cancelling or suspending of a certificate, such Certificate, if cancelled or suspended, to be forwarded to the Board of Trade; and the whole of the provisions of the fourth paragraph of the same section, shall apply to such Colonial Certificates of Competency.

3. To impose and make the conditions and regulations following numbered 1 to 10 respectively, with respect to the said Colonial Certificates of Competency, and to use, issue, delivery, cancellation, and suspension thereof, and to impose for the breach of such conditions and regulations the penalties therein mentioned.

Form of Certificate.

1. Every such Colonial Certificate of Competency shall be on parchment, and as nearly as possible similar in shape and form to the corresponding Certificate of Competency for the Foreign Trade granted by the Board of Trade under the Acts relating to Merchant Shipping.

Name of Possession to be Inserted.

2. Every such Colonial Certificate of Competency shall have the name of the said Possession of Tasmania inserted prominently on its face and back.

Certificates to be numbered consecutively.

3. Such Colonial Certificates of Competency shall be numbered in consecutive order.

List of Certificates granted, cancelled, &c., to be sent to Registrar-General of Seamen.

4. The Government of the said Possession shall furnish the Registrar-General of Seamen in London from time to time with accurate lists of all such Colonial Certificates of Competency as may be granted by the Governor of the said Possession as aforesaid, or as may for any cause whatsoever be cancelled, suspended, renewed, or re-issued, and shall also furnish him with duplicates of the applications for examination made by the persons to whom such Certificates are granted.

Three years Domicile or Service necessary.

5. Such Colonial Certificates of Competency shall be granted only to any person who for a period of three years immediately preceding his application for such Colonial Certificate or for several periods amounting together to three years, the earliest of which shall have commenced within five years prior to such application, has been domiciled in or has served in a ship or ships registered in one or more of the following Australasian Colonies, namely, the Colonies on the Continent of Australia and New Zealand and Tasmania.

Certificates of Competency granted contrary to this regulation shall be regarded as improperly granted.

Certificates not to be granted when former are Cancelled.

6. Such Colonial Certificates of Competency shall not be granted to any person who may have had a Certificate, whether granted by the Board of Trade or by the Government of a British Possession, cancelled or suspended under the provisions of the said Acts or of any Act for the time being in force in any part of Her Majesty's Dominions, unless the period of suspension has expired or unless intimation has been received from the Board

of Trade or the Government by whom the cancelled or suspended Certificate was originally granted to the effect that no objection to the grant of such Colonial Certificate is known to exist, or unless a new Certificate has been granted to him by such Board or Government and in the last-named event no such Colonial Certificate of Competency shall be for a higher grade than the Certificate so last granted as aforesaid.

Colonial Certificates of Competency granted contrary to this regulation shall be regarded as improperly granted.

Certificates improperly granted may be cancelled without formal investigation.

7. Any such Colonial Certificate of Competency which appears from information subsequently acquired or otherwise to have been improperly granted, whether in the above or in any other respect may be cancelled by the Governor of the said Possession or by the Board of Trade in the United Kingdom without any formal investigation under "The Merchant Shipping Act, 1854," and the holder of such Certificate shall thereupon deliver it to the Board of Trade or the Governor of the said Possession or as they or either of them may direct, and in default thereof shall incur a penalty not exceeding fifty pounds, which shall be recoverable in the same manner as penalties imposed by the Acts relating to Merchant Shipping are thereby made recoverable.

Cancellation, &c., of a Certificate shall involve Cancellation of all the other Certificates possessed by its Owner.

8. Every decision with respect to the cancellation or suspension of a Certificate pronounced by any board, court, or tribunal under the provisions of the said Acts shall extend equally to all the Colonial Certificates at the time possessed by the person in respect of whom the decision so made as well as to all Certificates granted to him under any of the Acts relating to Merchant Shipping and whether such Certificates be specified in such decision or not.

Certificates believed to be fraudulent may be demanded.

9. Any officer of the Board of Trade or the Registrar-General of Seamen or any of his officers or a superintendent of a mercantile marine office or a consular officer or duly appointed shipping officer in a British Possession may demand the delivery to him of any such Colonial Certificate of Competency which he has reason to believe has been improperly issued, or is forged, altered, cancelled, or suspended, or to which the person using it is not justly entitled, and may detain such Certificate for a reasonable period for the purpose of making inquiries respecting such issue, forgery, alteration, cancellation, suspension, or possession, and any person who without reasonable cause neglects or refuses to comply with such demand shall incur a penalty not exceeding twenty pounds which shall be recoverable in the same manner as penalties imposed by the Acts relating to Merchant Shipping are thereby made recoverable.

Suspended Certificates to be re-issued only by Colony by which originally granted.

10. Any such Colonial Certificate of Competency which has from any cause been cancelled or suspended, whether by a tribunal in Tasmania or elsewhere shall be renewed or re-issued only by the Governor of the said Possession of Tasmania.

This Order shall take effect in the said Possession of Tasmania from and after the date hereof, and the same shall also apply to and take effect with respect to all such Colonial Certificates of

Competency existing at the date hereof, as shall have been granted in pursuance of the provisions of The Merchant Ships' Officers Examination Acts, 1874 and 1878.

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by the four hundred and tenth section of "The Merchant Shipping Act, 1854," it is enacted that upon the completion of any new lighthouse (in which term are included floating and other lights exhibited for the guidance of ships) Her Majesty may by Order in Council fix such dues in respect thereof to be paid by the master or owner of every ship which passes the same or derives benefit therefrom as Her Majesty may deem reasonable, and may from time to time alter the amount thereof, and that such dues shall be paid and collected in the same manner, by the same means, and subject to the same conditions in, by, and subject to which the Light Dues authorized to be levied by the said Act are paid and collected :

And whereas the Commissioners of Irish Lights have placed a light-vessel two miles to the south of Barrels Rock, off Carnsore Point, county of Wexford, and exhibit a light therefrom :

Now therefore Her Majesty, in exercise of the powers vested in Her by the said recited Act, by and with the advice of Her Privy Council, is pleased to direct that from the exhibition of the said light there shall be paid in respect of the said light-vessel for every ship, whether British or Foreign, which may pass or derive benefit from such light-vessel the toll of three-sixteenths of a penny per ton of the burden of every such ship as aforesaid for each time of passing or deriving benefit therefrom if on an oversea voyage, and one-sixteenth of a penny per ton for each time of passing or deriving benefit therefrom if on a coasting voyage.

The said toll shall be levied by the Commissioners of Irish Lights subject to the regulations and exemptions contained in the New Consolidated Tables of Light Duties sanctioned by Orders in Council dated respectively the twenty-fourth day of October, one thousand eight hundred and seventy, the sixteenth day of May, one thousand eight hundred and seventy-one, and the twenty-first day of February, one thousand eight hundred and seventy-four, and subject also to the gross abatement or discount of fifty-five per centum mentioned in an Order in Council dated the seventeenth day of May, one thousand eight hundred and seventy-six, or to such other abatement or discount as may for the time being be in force.

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the first session of Parliament holden in the first and second years of the reign of Her present Majesty, intituled "An Act to abridge the holding of benefices in plurality, and to make better provision for the residence of the clergy," it is, amongst other things, enacted, "That whenever it shall appear to the Archbishop of the Province, with respect to his own diocese, and whenever it shall be represented to him by the

"Bishop of any diocese, or by the Bishops of any two dioceses, that two or more benefices, or that one or more benefice or benefices, and one or more spiritual sinecure rectory or rectories, vicarage or vicarages, in his or their diocese or dioceses, being either in the same parish or contiguous to each other, and of which the aggregate population shall not exceed one thousand five hundred persons, and the aggregate yearly value shall not exceed five hundred pounds, may, with advantage to the interests of religion, be united into one benefice, the said Archbishop of the Province shall inquire into the circumstances of the case ; and if on such inquiry it shall appear to him that such union may be usefully made, and will not be of inconvenient extent, and that the patron or patrons of the said benefices, sinecure rectory or rectories, vicarage or vicarages respectively, is or are consenting thereto, such consent being signified in writing under the hands of such patron or patrons, the said Archbishop shall, six weeks before certifying such inquiry and consent to Her Majesty as herein-after directed, cause, with respect to his own diocese, a statement in writing of the facts, and in other cases a copy in writing of the aforesaid representation to be affixed on or near the principal outer door of the church, or in some public and conspicuous place in each of such benefices, sinecure rectories or vicarages, with notice to any person or persons interested, that he, she, or they, may, within such six weeks, show cause in writing under his, her, or their hand or hands, to the said Archbishop, against such union ; and if no sufficient cause be shown within such time, the said Archbishop shall certify the inquiry and consent aforesaid to Her Majesty in Council, and thereupon it shall be lawful for Her Majesty in Council to make and issue an Order or Orders for uniting such benefices, sinecure rectory or rectories, vicarage or vicarages, into one benefice, with cure of souls, for ecclesiastical purposes only."

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

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

"We the undersigned Archibald Campbell Lord Archbishop of the Province of Canterbury Primate of all England and Metropolitan do hereby certify to your Majesty in Council.

"That the Honorable and Right Reverend Arthur Charles Lord Bishop of Bath and Wells having represented unto us that the rectory of Stocklinch Ottersey in the county of Somerset and his Lordship's diocese of Bath and Wells and the rectory of Stocklinch Magdalen in the same county and diocese being contiguous to each other and of which the aggregate population does not exceed six hundred persons and the aggregate yearly value does not exceed three hundred pounds might with advantage to the interests of religion be united into one benefice we inquired into the circumstances of the case.

"That on such inquiry it appeared to us that such union might be usefully made and would not be of inconvenient extent and that the Reverend William Arthur Allen, Clerk, Rector of Stocklinch Ottersey aforesaid being the patron or person entitled to present to the said rectory of Stocklinch Ottersey and also to the said rectory of

Stocklinch Magdalen if the same respectively were now vacant has signified his consent in writing to the union of the said benefices into one benefice with cure of souls for ecclesiastical purposes.

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

"The representation of the said Lord Bishop of Bath and Wells our inquiry into the circumstances of the case the statement of the circumstances in reply thereto the consent in writing of the patron and the copies of the representation and notice before-mentioned are hereunto annexed.

"And we do hereby certify the inquiry and consent aforesaid to your Majesty in Council to the intent that your Majesty in Council may in case your Majesty in Council shall think fit so to do make and issue an Order for uniting the said benefices into one benefice with cure of souls for ecclesiastical purposes only.

"As witness our hand this twenty-seventh day of August in the year of our Lord one thousand eight hundred and eighty. "A. C. Cantuar."

Now therefore Her Majesty in Council, by and with the advice of Her said Council, is pleased to order, and it is hereby ordered that the rectory of Stocklinch Ottersey situate in the county of Somerset and diocese of Bath and Wells and the rectory of Stocklinch Magdalen situate in the same county and diocese shall be united into one benefice with cure of souls for ecclesiastical purposes only.

C. L. Peel.

At the Court at Balmoral, the 20th day of November, 1880.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

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

parochial place may with advantage be annexed to any parish to which it is contiguous, or be constituted a separate parish for ecclesiastical purposes; and the said Archbishop or Bishop shall draw up a scheme, in writing (the scheme of such Bishop to be transmitted to the said Archbishop for his consideration), describing the mode in which it appears to him that the alteration may best be effected, and how the changes consequent on such alteration in respect to ecclesiastical jurisdiction, glebe lands, tithes, rent-charges, and other ecclesiastical dues, rates, and payments, and in respect to patronage and rights to pews, may be made with justice to all parties interested; and if the patron or patrons of the benefice or benefices to be affected by such alteration shall consent in writing under his or their hands to such scheme, or to such modification thereof as the said Archbishop may approve, and the said Archbishop shall, on full consideration and inquiry, be satisfied with any such scheme, or modification thereof, and shall certify the same and such consent as aforesaid, by his report to Her Majesty in Council, it shall be lawful for Her Majesty in Council to make an Order for carrying such scheme, or modification thereof, as the case may be, into effect."

And whereas the Lord Bishop of Saint Asaph hath made a representation in writing to his Grace the Lord Archbishop of Canterbury in the words and figures following, that is to say:—

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

"I the Right Reverend Joshua by Divine permission Lord Bishop of Saint Asaph do hereby represent to your Grace as follows:

"1. That within the county of Montgomery and within my diocese of Saint Asaph are the rectory and parish church of Llandyssil the vicarage and parish church of Bettws and the rectory and parish church of Llanmerewig.

"2. That according to the last census the population of Llandyssil is eight hundred and thirty the population of Bettws is six hundred and thirty-eight and the population of Llanmerewig is one hundred and fifty-eight.

"3. That the parish church of Llandyssil affords accommodation for three hundred and sixty-two persons or thereabouts the parish church of Bettws affords accommodation for two hundred persons or thereabouts and the parish church of Llanmerewig affords accommodation for one hundred and forty-three persons or thereabouts.

"4. That the net annual value of the said rectory of Llandyssil amounts to four hundred and two pounds or thereabouts, the net annual value of the said vicarage of Bettws amounts to one hundred and ninety-five pounds or thereabouts and the net annual value of the said rectory of Llanmerewig amounts to one hundred and forty pounds or thereabouts such annual incomes respectively arising from tithe commutation rent-charge, the rent of glebe land and surplice fees.

"5. That the patronage of the said rectory of Llandyssil and of the said rectory of Llanmerewig belongs to the Right Reverend Alfred by Divine permission Lord Bishop of Llandaff in right of his See of Llandaff and the patronage of the said vicarage of Bettws belongs to the Right Honourable Roundell Baron Selborne Lord High Chancellor of Great Britain for and on behalf of the Crown.

"6. That the Reverend William Holt Beever is the rector of the said rectory and parish church

of Llandyssil, the Reverend Henry James Marshall is the vicar of the said vicarage and parish church of Bettws and the Reverend Edward Montford Montford is the rector of the said rectory and parish church of Llanmerewig.

"7. That it appears to me that under the provisions of the Act of Parliament passed in the session holden in the first and second years of the reign of Her present Majesty chapter 106 entitled 'An Act to abridge the holding of Benefices in plurality and to make better provision for the residence of the Clergy' a portion of the said parish of Llandyssil which lies at a considerable distance from the parish church of Llandyssil but within a much shorter distance from the parish church of Llanmerewig (most of the houses within such portion being on an average two and a half miles distance from the parish church of Llandyssil but within one mile from the parish church of Llanmerewig) may be advantageously separated from the said rectory and parish church of Llandyssil and be united to the said rectory and parish church of Llanmerewig for ecclesiastical purposes and that a portion of the said parish of Bettws being the southern part of the township of Dolforwin may be advantageously separated from the said vicarage and parish church of Bettws and be united to the said rectory and parish church of Llanmerewig for ecclesiastical purposes.

"8. That pursuant to the directions contained in the twenty-sixth section of the said Act of Parliament I have drawn up a scheme in writing appended to this representation describing the mode in which it appears to me that the alterations proposed may best be effected and how the changes consequent on such alterations in respect of ecclesiastical jurisdiction tithes rent-charges and other ecclesiastical dues rights and payments and in respect to rights to pews may be made with justice to all parties interested and I do submit the same to your Grace together with the consents in writing of the patrons and incumbents of the said benefices respectively to the intent that your Grace may if on full consideration and enquiry you shall be satisfied with such scheme certify the same and such consents as aforesaid by your report to Her Majesty in Council.

"Given under my hand this fourteenth day of August one thousand eight hundred and eighty.

"*J. St. Asaph.*"

And whereas the scheme and consents referred to in the said representation are as follows:—

"The SCHEME referred to by the foregoing Representation.

"1. That there shall be separated from the rectory and parish of Llandyssil in the county of Montgomery and within the diocese of Saint Asaph and be united to and be deemed part and parcel of the rectory and parish of Llanmerewig in the said county and diocese for ecclesiastical purposes the following territory or district which is hereinafter particularly referred to as 'the said District No. 1' that is to say all such parts and portions of the said parish of Llandyssil as lie to the west of the River Mule and all that part of the said parish of Llandyssil as is bounded on the south by the parish of Kerry in the said county of Montgomery or towards the west by the said River Mule or towards the north by the River Severn and on or towards the east generally by an imaginary line commencing upon the boundary which divides the said parish of Llandyssil from the said parish of Bettws at a point in the centre of the River Severn opposite to the north-eastern corner of the field or enclosure of land No. 630 on the tithe

commutation map of the said parish of Llandyssil and extending thence in a southerly direction generally along the centre of such fence to a point in the centre of the road leading from Newtown to Montgomery and thence extending eastwardly along the centre of such road to a point opposite the centre of the fence at the north-eastern corner of the field or enclosure of land No. 631 on the said map and thence extending southwardly along the centre of the fence on the eastern side of the said field or enclosure of land No. 631 on the said map and along the centre of the fence on the eastern side of the field or enclosure of land No. 632 on the said map and thence extending north-westwardly along the centre of the southern fence of such last-mentioned field or enclosure of land to the junction of such last-mentioned fence with the eastern fence of the field or enclosure of land No. 648 on the said map and thence extending southwardly along the centre of such last-mentioned fence to the centre of the road opposite the enclosure No. 107 on the said map and thence extending southwardly and south-westwardly generally along the centre of such last-mentioned road to the junction of such road with the road leading from a tenement called Fronfaith to the village of Llandyssil and thence extending in a westwardly direction along the centre of such last-mentioned road to its junction with the road leading from Fronfaith Mill and Fronfaith to Kerry and thence extending southwardly generally along the centre of such last-mentioned road to a point in the boundary which divides the said parish of Kerry from the said village of Llandyssil.

"2. That there shall be separated from the vicarage and parish of Bettws in the said county and diocese and be united and be deemed part and parcel of the rectory and parish of Llanmerewig for ecclesiastical purposes so much and such parts of the said parish of Bettws as lie to the south of the River Severn and also all such parts of the township of Dolforwin in and belonging to the said parish of Llandyssil as is bounded on the west by the parish of Berriew in the said county of Montgomery on the south by the River Severn on the west by the parish of Llanllwchairan and on the north by an imaginary line commencing upon the boundary which divides the said parish of Llandyssil from the said parish of Llanllwchairan at a point in the centre of the road opposite the south-western corner of the field or enclosure of land No. 168 on the tithe commutation map of the said parish of Bettws and extending thence along the centre of the fences on the west and north sides of the said last-mentioned field or enclosure of land and extending thence southwardly along the centre of the eastern fence of the said last-mentioned field or enclosure of land to the centre of the fence at the north-western corner of the field or enclosure of land No. 165 on the said last-mentioned plan and extending thence eastwardly along the centre of such last-mentioned fence and along the centre of the fence at the north-western side of the field or enclosure of land No. 164 on the said last-mentioned map to a point in the centre of the road there from thence extending north-westwardly along the centre of such road to a point opposite the north-western corner of the field or enclosure of land No. 17 on the said last-mentioned map and thence extending in an eastwardly direction generally along the centre of the fences on the northern sides of the several fields or enclosures of land numbered respectively 17, 18, 59, 57, 58, and 37 on the said last-mentioned map to a point in the centre of the road opposite the north-

eastern corner of the said last-mentioned field or enclosure of land thence proceeding in a southwardly direction along the centre of such last-mentioned road to a point opposite the centre of the fence at the north-westward corner of the field or enclosure of land No. 300 on the said last-mentioned map and thence extending eastwardly generally along the centre of the fence on the north side of the said last-mentioned field or enclosure of land and thence in a straight line across the field or enclosure of land No. 286 on the said last-mentioned map to a point in the centre of the fence at the north-western corner of the field or enclosure of land No. 297 on the said last-mentioned map and thence extending westwardly generally along the centre of the fences which separate the fields or enclosures of land numbered respectively 297, 295, 291, 292, 286, 236, 238 and 239 on the said last-mentioned map from the fields or enclosures of land numbered respectively 298, 289, 290, 234, 235 and 232 on the said last-mentioned map to a point upon the boundary which divides the said parish of Berriew from the said parish of Llandyssil.

"3. That the said districts numbered 1 and 2 respectively shall be subject to the same ecclesiastical jurisdiction as the said rectory and parish of Llanmerewig and that the rector of the said rectory and parish church of Llanmerewig shall have the exclusive cure of souls within the limits of the same districts respectively.

"4. That all the fees and other ecclesiastical dues and payments for marriages churchings burials and other ecclesiastical offices solemnized and performed within the said districts numbered 1 and 2 respectively shall henceforth belong to the rector for the time being of the said parish of Llanmerewig.

"5. That the parishioners of and residing in the said District No. 1 shall not henceforth be entitled to accommodation in the parish church of Llandyssil and the parishioners of and residing in the said District No. 2 shall not henceforth be entitled to accommodation in the parish church of Bettws but such parishioners respectively shall be entitled in common with the inhabitants of the said parish of Llanmerewig to accommodation in the parish church of Llanmerewig and shall be exempt from all liability to repair their present respective parish churches but shall be liable subject to the provisions of the compulsory Church Rates Abolition Act 1868 to the repair of the said parish church of Llanmerewig. "J. St. Asaph.

"CONSENTS.

"We the Right Reverend Alfred by Divine permission Lord Bishop of Llandaff being in right of my See of Llandaff the patron of or the person entitled to present to the rectory and parish church of Llandyssil and to the rectory and parish church of Llanmerewig in case the same were now respectively vacant the Right Honourable Roundell Baron Selborne Lord High Chancellor of Great Britain the patron for and on behalf of the Crown of and entitled to present to the said vicarage of Bettws in case the same were now vacant the Reverend William Holt Beever the rector of the said rectory and parish church of Llandyssil the Reverend Henry James Marshall the vicar of the said vicarage and parish church of Bettws and the Reverend Edward Montford Montford the rector of the said rectory and parish church of Llanmerewig do hereby respectively signify our consent to the scheme above proposed and set forth and to every matter and thing therein contained.

"In witness whereof we have respectively

hereto set our hands the fourteenth day of August one thousand eight hundred and eighty.

"A. Llandaff.

"Selborne, C.

"W. Holt Beever.

"H. J. Marshall.

"E. M. Montford."

And whereas the said Bishop of Saint Asaph hath transmitted the said scheme to the Archbishop of Canterbury for his consideration and the said Archbishop being satisfied with such scheme, hath certified the same and such consent as aforesaid, by his report to Her Majesty in Council, dated the 16th day of September 1880, which report is in the words and figures following:—

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

"We the undersigned Archibald Campbell Lord Archbishop of the Province of Canterbury do hereby report to your Majesty in Council.

"That the Right Reverend Joshua Lord Bishop of Saint Asaph has represented unto us (amongst other things):

"That within the county of Montgomery and within the diocese of Saint Asaph are the rectory and parish church of Llandyssil the vicarage and parish church of Bettws and the rectory and parish church of Llanmerewig.

"That the patronage of the said rectory of Llandyssil and of the said rectory of Llanmerewig belongs to the Right Reverend Alfred by Divine permission Lord Bishop of Llandaff in right of his See of Llandaff and the patronage of the said vicarage of Bettws belongs to the Right Honourable Roundell Baron Selborne Lord High Chancellor of Great Britain for and on behalf of the Crown.

"That the Reverend William Holt Beever is the rector of the said rectory and parish church of Llandyssil the Reverend Henry James Marshall is the vicar of the said vicarage and parish church of Bettws and the Reverend Edward Montford Montford is the rector of the said rectory and parish church of Llanmerewig.

"That it appears to the said Lord Bishop that a portion of the said parish of Llandyssil may be advantageously separated from the said rectory and parish church of Llandyssil and be united to the said rectory and parish church of Llanmerewig for ecclesiastical purposes and that a portion of the said parish of Bettws may be advantageously separated from the said vicarage and parish church of Bettws and be united to the said rectory and parish church of Llanmerewig for ecclesiastical purposes.

"That the said Lord Bishop has drawn up a scheme in writing describing the mode in which it appears to him the proposed alteration may be best effected which scheme together with the consents thereto in writing of the patrons and incumbents of the said benefices has been transmitted by the said Lord Bishop to us for our consideration.

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

"And we the said Archbishop being on full consideration and enquiry satisfied with the said scheme do hereby pursuant to the Act of Parliament of the first and second years of your Majesty's reign chapter 106 certify the same and such consents as aforesaid to your Majesty in Council to the intent that your Majesty in Council may in case your Majesty in Council shall think

fit so to do make and issue an Order for carrying the said scheme into effect.

"As witness our hand the sixteenth day of September one thousand eight hundred and eighty.

"A. C. Cantuar."

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

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by an Act passed in the first session of Parliament holden in the first and second years of the reign of Her present Majesty, intituled "An Act to abridge the holding of benefices in plurality, and to make better provision for the residence of the clergy," it is, amongst other things enacted, "That whenever it shall appear to the Archbishop of the Province, with respect to his own diocese, and whenever it shall be represented to him by the bishop of any diocese, or by the bishops of any two dioceses, that two or more benefices, or that one or more benefice or benefices, and one or more spiritual sinecure rectory or rectories, vicarage or vicarages, in his or their diocese or dioceses, being either in the same parish or contiguous to each other, and of which the aggregate population shall not exceed one thousand five hundred persons, and the aggregate yearly value shall not exceed five hundred pounds, with advantage to the interests of religion, be united into one benefice, the said Archbishop of the Province shall inquire into the circumstances of the case; and if on such inquiry it shall appear to him that such union may be usefully made, and will not be of inconvenient extent, and that the patron or patrons of the said benefices, sinecure rectory or rectories, vicarage or vicarages respectively, is or are consenting thereto, such consent being signified in writing under the hands of such patron or patrons, the said Archbishop shall, six weeks before certifying such inquiry and consent to Her Majesty as hereinafter directed, cause, with respect to his own diocese, a statement in writing of the facts and in other cases a copy in writing of the aforesaid representation, to be affixed on or near the principal outer door of the church, or in some public and conspicuous place in each of such benefices, sinecure rectories or vicarages with notice to any person or persons interested, that he, she, or they, may, within such six weeks show cause in writing under his, her, or their hand or hands, to the said Archbishop, against such union; and if no sufficient cause be shown within such time, the said Archbishop shall certify the inquiry and consent aforesaid to Her Majesty in Council, and thereupon it shall be lawful for Her Majesty in Council to make and issue an Order or Orders for uniting such benefices, sinecure rectory or rectories, vicarage or vicarages, into one benefice, with cure of souls, for ecclesiastical purposes only."

And whereas by another Act passed in the Session of Parliament holden in the thirteenth and fourteenth years of the reign of Her present Majesty intituled "An Act to amend the law relating to the holding of benefices in plurality" it was amongst other things enacted that the provision hereinbefore recited should extend and

be applicable to and for the union of two or more benefices, notwithstanding the aggregate yearly value should exceed five hundred pounds.

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

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

"We the undersigned Archibald Campbell Lord Archbishop of the province of Canterbury do hereby certify to your Majesty in Council.

"That the Right Reverend George Lord Bishop of Salisbury as the Bishop of the diocese within which are situate the rectory of Frome St. Quinton with the chapelry of Evershot annexed in the county of Dorset and the rectory of Stockwood in the same county having represented unto us that the said benefices being contiguous to each other and of which the aggregate population does not exceed one thousand five hundred persons might with advantage to the interests of religion be united into one benefice we enquired into the circumstances of the case.

"That on such enquiry it appeared to us that such union might be usefully made and would not be of inconvenient extent and that the Right Honourable Henry Edward Earl of Ilchester being the patron or person entitled to present to each of the said benefices if the same respectively were now vacant has signified his consent in writing to the union of the said benefices into one benefice with cure of souls for ecclesiastical purposes.

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

"The representation of the said Lord Bishop of Salisbury our inquiry into the circumstances of the case the statement of circumstances in reply thereto the consent in writing of the patron and the copies of the representation and notice before mentioned are hereunto annexed.

"And we do hereby certify the inquiry and consent aforesaid to your Majesty in Council to the intent that your Majesty in Council may in case your Majesty in Council shall think fit so to do make and issue an Order for uniting the said benefices into one benefice with cure of souls for ecclesiastical purposes only.

"As witness our hand this second day of November in the year of our Lord one thousand eight hundred and eighty. "A. C. Cantuar."

Now therefore Her Majesty in Council by and with the advice of Her said Council is pleased to order and it is hereby ordered that the rectory of Frome St. Quinton with the chapelry of Evershot annexed situate in the county of Dorset and diocese of Salisbury and the rectory of Stockwood situate in the same county and diocese, shall be united into one benefice, with cure of souls for ecclesiastical purposes only.

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

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

“We the Ecclesiastical Commissioners for England in pursuance of the Act of the eighth and ninth years of your Majesty chapter seventy, of the Act of the fourteenth and fifteenth years of your Majesty chapter ninety-seven, of the Act of the nineteenth and twentieth years of your Majesty chapter fifty-five, and of the Act of the thirty-fourth and thirty-fifth years of your Majesty chapter eighty-two, have prepared, and now humbly lay before your Majesty in Council the following representation as to the assignment of a consolidated chapelry to the consecrated church of Saint Mark, situate in the Coburg-road, in the district parish of Saint George, Camberwell, in the county of Surrey and in the diocese of Rochester.

“Whereas at certain extremities of the said district parish of Saint George, Camberwell, and of the new parish of All Saints, Newington, within the original limits of the parish of Saint Mary, Newington, in the county and diocese aforesaid, which said extremities lie contiguous one to another, and are described in the schedule hereunder written, there is collected together a population which is situate at a distance from the several churches of such district parish and new parish respectively.

“And whereas it appears to us to be expedient that such contiguous portions of the said district parish of Saint George, Camberwell, and of the said new parish of All Saints, Newington, should be formed into a consolidated chapelry for all ecclesiastical purposes and that the same should be assigned to the said church of Saint Mark, situate in the Coburg-road as aforesaid.

“Now therefore with the consent of the Right Reverend Anthony Wilson, Bishop of the said diocese of Rochester both as such Bishop and also as the patron in right of his See of the vicarage of the said new parish of All Saints, Newington, and also with the consent of Sir William Bowyer Smijth of Hill Hall in the county of Essex Baronet the patron of the incumbency of the said district parish of Saint George, Camberwell (in testimony whereof they the said consenting parties have respectively signed and sealed this representation) we the said Ecclesiastical Commissioners for England, humbly represent that it would, in our opinion, be expedient that all those contiguous portions of the said district parish of Saint George, Camberwell, and of the said new parish of All Saints, Newington, which are described in the schedule hereunder written, all which portions, together with the boundaries thereof, are delineated and set forth on the map or plan hereunto annexed, should be united and formed into one consolidated chapelry for the said church of Saint Mark, situate in the Coburg-road as aforesaid, and that the same

should be named ‘The Consolidated Chapelry of Saint Mark, Camberwell.’

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

“The SCHEDULE to which the foregoing Representation has reference.

“The Consolidated Chapelry of Saint Mark, Camberwell, being:—

“All that portion of the district parish of Saint George, Camberwell, in the county of Surrey and in the diocese of Rochester, wherein the present incumbent of such district parish now possesses the exclusive cure of souls, which is bounded on the north-west partly by the new parish of All Saints, Newington, within the original limits of the parish of Saint Mary, Newington, and partly by the new parish of Saint Mary, Southwark, all in the county and diocese aforesaid, on the north-east and on the east by the consolidated chapelry of Saint Philip, Camberwell, in the said county and diocese, on the south partly by the consolidated chapelry of Saint Andrew, Peckham, and partly by the particular district of Camden, both in the county and diocese aforesaid, and upon all other sides, that is to say on the remaining part of the south and on the west by an imaginary line commencing upon the boundary which divides the said particular district of Camden from the district parish of Saint George, Camberwell aforesaid at the centre of Trafalgar Bridge over the Grand Surrey Canal, and extending thence westward along the middle of the said canal for a distance of twenty-eight chains or thereabouts to a point opposite to the middle of the southern end of the street or road called or known as Arlington-grove, and extending thence that is from the said canal northward and in a direct line for a distance of three and three-quarter chains or thereabouts across the towing-path on the northern bank of the said canal, to and along the middle of the said street or road to its junction with Neate-street, and extending thence eastward along the middle of the last-named street for a distance of three-quarters of a chain or thereabouts to its junction with Jardine-street and extending thence first northward and then north-westward along the middle of the last-named street for a distance of thirteen chains or thereabouts to its junction with Albany-road, and continuing thence still north-westward and in a direct line across the last-named road to a point at the south-eastern end of the wall or fence dividing the house and premises known as No. 130 Albany-road from the house and premises known as No. 128 Albany-road and continuing thence still north-westward along the said wall or fence for distance of two and a half chains or thereabouts to its north-western extremity on the boundary which divides the said district parish of Saint George, Camberwell, from the new parish of All Saints, Newington aforesaid.

“And also all that contiguous portion of the said new parish of All Saints, Newington, which is bounded on the north-east by the new parish of Saint Mary, Southwark, aforesaid, on the south-east by the district parish of Saint George, Camberwell aforesaid, on the south-west by the new parish of Saint Stephen, Walworth Common, within the original limits of the parish of Saint Mary, Newington aforesaid, and on the remaining side that is to say on the north-west by an imaginary line commencing upon the boundary which divides the said new parish of Saint Stephen, Walworth Common, from the new parish

of All Saints, Newington aforesaid, at the point where Thurlow-street is joined by Sedan-street, and extending thence north-eastward along the middle of the last-named street for a distance of four chains or thereabouts to its junction with Alvey-street and extending thence north-westward along the middle of the last-named street for a distance of one and a half chains or thereabouts to its junction with Allen-street and extending thence north-eastward along the middle of the last-named street for a distance of four and three quarter chains or thereabouts to its junction with Bagshot-street and extending thence south-eastward along the middle of the last-named street for a distance of two chains or thereabouts to its junction with Mina-road and extending thence north-eastward along the middle of the last-named road for a distance of eleven and a half chains or thereabouts to the boundary which divides the said new parish of All Saints, Newington, from the new parish of Saint Mary, Southwark aforesaid."

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

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the fifty-ninth year of His Majesty King George the Third, chapter one hundred and thirty-four; of the Act of the second and third years of Her Majesty, chapter forty-nine; and of the Act of the nineteenth and twentieth years of Her Majesty, chapter fifty-five, duly prepared and laid before Her Majesty in Council a representation, bearing date the twelfth day of August in the year one thousand eight hundred and eighty, in the words following; that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the fifty-ninth year of His Majesty King George the Third, chapter one hundred and thirty-four; of the Act of the second and third years of your Majesty, chapter forty-nine; and of the Act of the nineteenth and twentieth years of your Majesty, chapter fifty-five, have prepared, and now humbly lay before your Majesty in Council, the following representation as to the assignment of a district chapelry to the consecrated church of Saint Cuthbert situate within the limits of the parish or parochial chapelry of Monk Wearmouth in the county of Durham and in the diocese of Durham.

"Whereas it appears to us to be expedient that a district chapelry should be assigned to the said church of Saint Cuthbert situate within the limits of the parish or parochial chapelry of Monk Wearmouth as aforesaid.

"Now therefore, with the consent of the Right Reverend Joseph Barber Bishop of the said diocese of Durham (testified by his having signed and sealed this representation), we, the said

Ecclesiastical Commissioners, humbly represent, that it would, in our opinion, be expedient that all that part of the said parish or parochial chapelry of Monk Wearmouth which is described in the schedule hereunder written, all which part, together with the boundaries thereof, is delineated and set forth on the map or plan hereunto annexed, should be assigned as a district chapelry to the said church of Saint Cuthbert situate within the limits of the parish or parochial chapelry of Monk Wearmouth as aforesaid, and that the same should be named 'The District Chapelry of Saint Cuthbert Monk Wearmouth.'

"And with the like consent of the said Joseph Barber Bishop of the said diocese of Durham (testified as aforesaid), we, the said Ecclesiastical Commissioners, further represent, that it appears to us to be expedient that banns of matrimony should be published, and that marriages, baptisms, churchings, and burials should be solemnized or performed at the said church of Saint Cuthbert situate within the limits of the parish or parochial chapelry of Monk Wearmouth as aforesaid, and that the fees to be received in respect of the publication of such banns and of the solemnization or performance of the said offices should be paid and belong to the minister of the same church for the time being: Provided always, that nothing herein contained shall be construed as expressing any intention on the part of us the said Commissioners to concur in or approve the taking of any fee for the performance of the said office of baptism or for the registration thereof.

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

"The SCHEDULE to which the foregoing Representation has referred.

"The District Chapelry of Saint Cuthbert Monk Wearmouth being:—

"All that part of the parish or parochial chapelry of Monk Wearmouth in the county of Durham and in the diocese of Durham wherein the present incumbent of such parish or parochial chapelry now possesses the exclusive cure of souls which is bounded on the west by the new parish of the Venerable Bede Monk Wearmouth in the said county and diocese on the south and on the south-east by the River Wear or in other words partly by the new parish of Saint Thomas Bishop Wearmouth partly by the parish of Sunderland and partly by the parish of Saint John Sunderland all in the county and diocese aforesaid on the east by the sea, on the north and on part of the north-west by the new parish of the Venerable Bede Monk Wearmouth aforesaid, and on the remaining part of the north-west by an imaginary line commencing upon the boundary which divides the said new parish of the Venerable Bede Monk Wearmouth from the parish or parochial chapelry of Monk Wearmouth aforesaid at the point where Dock-street joins the road called or known as Millum-terrace and extending thence first southward and then south-westward along the middle of the last-named road for a distance of twenty-seven chains or thereabouts to its junction with Upper Huddleston-street and extending thence south-eastward along the middle of the last-named street for a distance of one chain or thereabouts to its junction with Back Hamilton-street and extending thence first south-westward and then north-westward along the middle of the last-named street for a distance of five chains or thereabouts to its junction with the

roadway which passes along the southern side of Hallgarth-square and extending thence westward along the middle of the last-described roadway for a distance of three and a half chains or thereabouts to its junction with Church-street and extending thence north-westward along the middle of the last-named street for a distance of three chains or thereabouts to a point in the middle of the roadway called or known as Nelson-square, and extending thence south-westward along the middle of the last-named roadway for a distance of three chains or thereabouts to its junction with Whitburn-street and with Charles-street and continuing thence still south-westward across Whitburn-street aforesaid and along the middle of Charles-street aforesaid for a distance of ten chains or thereabouts to the junction of the last-named street with the street or road called or known as Liddell-terrace and with Howick-street and extending thence westward along the middle of the last-named street for a distance of ten and a half chains or thereabouts to the boundary at the junction of the said last-named street with North Bridge-street which boundary divides the said parish or parochial chapelry of Monk Wearmouth from the new parish of the Venerable Bede Monk Wearmouth aforesaid."

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

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

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

"We the Ecclesiastical Commissioners for England acting under the provisions of the Act of the thirty-second and thirty-third years of your Majesty chapter ninety-four have prepared and now humbly lay before your Majesty in Council the following scheme or representation for altering the boundaries of the new parish of Saint Peter Leicester in the county of Leicester and in the diocese of Peterborough.

"Whereas by the authority of an Order of your Majesty in Council bearing date the sixth day of August in the year one thousand eight hundred and seventy-four and published in the London Gazette upon the eleventh day of the same month certain portions of the parish of Saint Margaret Leicester and of the district parish of Saint George Leicester both in the county and diocese aforesaid were assigned as a consolidated chapelry to the consecrated church of Saint Peter situate within the limits of the said parish of Saint Margaret Leicester and the same consolidated chapelry was

called 'The Consolidated Chapelry of Saint Peter Leicester.'

"And whereas the said consolidated chapelry of Saint Peter Leicester has under the provisions of the Act of the nineteenth and twentieth years of your Majesty chapter one hundred and four become a new parish of the character contemplated by that Act and by the Act of the sixth and seventh years of your Majesty chapter thirty-seven and by the said above-mentioned Act of the thirty-second and thirty-third years of your Majesty chapter ninety-four.

"And whereas it has been represented to us and it appears to us to be expedient that the boundaries of the said new parish of Saint Peter Leicester should be altered by way of extension so that they shall include a part of the parish of Saint Mary Leicester in the county and diocese aforesaid.

"Now therefore with the consent of the Right Reverend William Connor Bishop of the said diocese of Peterborough (in testimony whereof he has signed and sealed this scheme or representation) we the said Ecclesiastical Commissioners humbly represent recommend and propose that from and after the day of the date of the publication in the London Gazette of an Order of your Majesty in Council ratifying this scheme or representation the boundaries of the said new parish of Saint Peter Leicester shall be altered by way of extension so that they shall include all that part of the said parish of Saint Mary Leicester which is described in the schedule hereunder written and is delineated and set forth upon the map or plan hereunto appended and is thereon coloured pink and that from and after the day of the same date and without any assurance in law other than the said duly gazetted Order of your Majesty in Council the said part of the parish of Saint Mary Leicester so to be included as aforesaid shall become and be and form part of the said new parish of Saint Peter Leicester.

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

"The SCHEDULE to which the foregoing

Scheme or Representation has reference.

"The territory proposed to be annexed to the new parish of Saint Peter Leicester in the county of Leicester and in the diocese of Peterborough being:—

"All that part of the parish of Saint Mary Leicester in the county and diocese aforesaid which lies on the north-eastern side of the Victoria Park and which is bounded on the north by the said new parish of Saint Peter Leicester on the east by the new parish of Saint Mary Magdalene Knighton in the county and diocese aforesaid and on the remaining side that is to say on the south-west by an imaginary line commencing upon the boundary which divides the said new parish of Saint Mary Magdalene Knighton from the parish of Saint Mary Leicester aforesaid at a point in the middle of the London-road a little to the south-east of its junction with the Park-road and extending thence north-westward along the middle of the said London-road for a distance of twenty-three chains or thereabouts to the point at the junction of the same road with the footway leading to Evington where the boundary which divides the said parish of Saint Mary Leicester, from the new parish of Saint Peter Leicester aforesaid joins

the boundary which divides the last-named new parish from the new parish of Saint John Leicester in the county and diocese aforesaid."

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

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

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

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

"We the Ecclesiastical Commissioners for England in pursuance of an Act of the sixth and seventh years of your Majesty chapter thirty-seven sections six and eight have prepared and now humbly lay before your Majesty in Council the following scheme for authorizing the sale and disposal of certain property formerly belonging to the Prebend of *Curborough* in the Cathedral Church of *Lichfield* and now vested in us.

"Whereas on the vacancy of the said prebend which occurred on or about the twenty-eighth day of November in the year one thousand eight hundred and fifty-one by the decease of the Reverend *William Gorsuch Rowland* the then prebendary all the lands tenements hereditaments and endowments theretofore belonging to the said prebend (except rights of patronage) became by virtue of the Act of the third and fourth years of your Majesty chapter one hundred and thirteen absolutely vested in us for the purposes and subject to the provisions applicable to other hereditaments vested in us.

"And whereas our estate in the lands tenements hereditaments and endowments aforesaid consists of reversions expectant upon the determination of beneficial leases such leases producing only a small annual revenue and partly on that account and partly on account of the character or situation of the property the said lands tenements hereditaments and endowments are unsuitable or inconvenient to be held or applied for the purposes for which estates vested in us are applicable under the Acts by which our proceedings are governed.

"And whereas by an Act of the twenty-third and twenty-fourth years of your Majesty chapter one hundred and twenty-four power is given to

lessees holding under us in the event of our declining to enter into a treaty for the sale of our reversions or the purchase of the leasehold interests to require us to purchase such leasehold interests at a valuation.

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

"Now therefore we humbly recommend and propose that we may be authorized and empowered by instrument or instruments in writing duly executed according to law from time to time to sell or dispose of and duly to convey according to the provisions of the said Act of the sixth and seventh years of your Majesty's reign with the consent of the holder or holders thereof (if any) to be testified by his her or their being made parties to such instruments all or any of the said lands tenements hereditaments and endowments formerly belonging to the said Prebend of *Curborough* and so vested in us as aforesaid with their appurtenances and all our estate right title and interest therein or in any part or parts thereof unto and to the use of any person or persons desirous or willing to purchase the same and his or their heirs executors administrators or assigns or otherwise as he or they shall direct or appoint and for such consideration as shall upon due calculation and inquiry appear to us to be just and reasonable it being our intention to invest the proceeds of such sale from time to time as occasion may arise in the purchase of other lands tithes rent-charges tenements or hereditaments or of some estate or interest therein convenient to be held by us for the purposes of the Acts by which our proceedings are governed as aforesaid and in the meantime to invest the said proceeds in some Government or Parliamentary stock or other public securities in England.

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

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

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the Session of Parliament held in the sixteenth and seventeenth years of Her Majesty's reign, intituled

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

And whereas the Right Honourable Sir William Vernon Harcourt, one of Her Majesty's Principal Secretaries of State, after giving to the Incumbents and the Churchwardens of the parishes hereinafter mentioned ten days' previous notice of his intention to make such representation, has made a representation stating that, for the protection of the public health, no new burial-ground should be opened in the undermentioned parishes without the previous consent of one of Her Majesty's Principal Secretaries of State, and that burials should be discontinued therein, with certain modifications:

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

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

BRENMAWR.—Forthwith wholly in the chapels and chapelyards of Libanus (Worcester-street), the Primitive Methodists' (Orchard-street),

Tabor (Davies-street), and Bethesda (Alma-street); forthwith in the chapel and chapel-yard of Rehoboth (King-street), except in a walled grave in the chapelyard for the interment of Mr. Thomas Owen, the coffin when buried in which shall be separately enclosed by stonework or brickwork properly cemented; forthwith wholly in the Chapels of Calvary (King-street), and Zion (Clarence-street); and in the chapelyards, except for the interment of the widowers, widows, parents, and unmarried children of those already buried therein.

OWSTON.—Forthwith wholly in the parish church of Owston, in the county of Lincoln; and in the churchyard, except in vaults and walled graves existing on the first of July, one thousand eight hundred and eighty, every coffin buried in which shall be separately enclosed by stonework or brickwork properly cemented, and none but the members of the families of those already buried to be interred therein.

WELWYN.—Forthwith wholly in the parish church of Welwyn, in the county of Hertford; and in the churchyard, after the thirty-first of December, one thousand eight hundred and eighty, except in vaults and walled graves existing on the first of July, one thousand eight hundred and eighty, every coffin buried in which shall be separately enclosed by stonework or brickwork properly cemented, and except in earthen graves not less than five feet deep which can be opened without the exposure of coffins or the disturbance of human remains, to be used only for the burial of the widows, widowers, brothers and sisters, parents and children of those already buried therein.

WOODSTONE.—Forthwith wholly in the parish church of Woodstone, in the county of Huntingdon; and in the churchyard, except in vaults and walled graves, every coffin buried in which shall be separately enclosed by stonework or brickwork properly cemented, and none but the relations of those already buried to be interred.

EPWORTH.—Forthwith wholly in the parish church of Epworth, in the county of Lincoln; and in the churchyard, except in now existing vaults and walled graves, every coffin buried in which shall be separately enclosed by stonework or brickwork properly cemented.

C. L. Peel.

AT the Court at *Balmoral*, the 20th day of *November*, 1880.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the Session of Parliament held in the eighteenth and nineteenth years of Her Majesty's reign, intituled "An Act further to amend the laws concerning the burial of the dead in England," it is, amongst other things, enacted that it shall be lawful for Her Majesty, by and with the advice of Her Privy Council, from time to time to postpone the time appointed by any Order in Council for the discontinuance of burials, or otherwise to vary any Order in Council made under any of the Acts recited in the said Act, or under the said Act (whether the time thereby appointed for the discontinuance of burials thereunder, or other operation of such Order, shall or shall not have arrived), as to Her Majesty, with such advice as aforesaid, may seem fit:

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

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

In the churchyard of Herne, in the county of Kent, to the thirtieth day of November, one thousand eight hundred and eighty.

In the churchyard of Stratford-on-Avon, in the county of Warwick, to the first day of April, one thousand eight hundred and eighty-one.

In Saint Neot's churchyard, and Saint Neot's Independent and Baptist Burial-grounds, in the county of Huntingdon, to the thirty-first day of December, one thousand eight hundred and eighty.

C. L. Peel.

At the Court at *Balmoral*, the 20th day of November, 1880.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

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

ST. MARY CRAY.—Forthwith wholly in the parish church of St. Mary Cray, in the county of Kent; and in the churchyard, except in now existing vaults and walled graves, every coffin buried in which shall be separately enclosed by stonework or brickwork properly cemented, and except in earthen graves which can be opened to the depth of five feet without finding water, and without exposing coffins or disturbing human remains, to be used only for the burial of the widows, widowers, parents and children of those already interred therein.

NASSINGTON.—Forthwith wholly in the parish church of Nassington, in the county of Northampton; and in the churchyard, except in now existing vaults and walled graves, interment in which shall take place only on condition that every coffin buried therein be separately enclosed by brickwork or stonework properly cemented.

YARWELL.—Forthwith wholly in the parish church of Yarwell, in the county of Northampton; and in the churchyard, except in now existing vaults and walled graves, interment in which shall take place only on condi-

tion that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

BADBY.—Forthwith and entirely in the parish church of Badby, in the county of Northampton; and in the churchyard, except in now existing vaults and walled graves, interment in which shall take place only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented; and except in earthen graves not less than five feet deep, which can be opened without the exposure of coffins or the disturbance of human remains, and these earthen graves only to be used for the burial of the widows, widowers, parents' children, brothers and sisters of those already interred therein.

NEATH.—Forthwith and entirely in the chapel-yards of Zoar and Maesyrfhof, within the borough of Neath, except in now existing vaults and walled graves, interment in which shall take place only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented, and that they are only used for the burial of the widows, widowers, parents and children of those already interred therein.

MOULTON.—Forthwith wholly in Moulton churchyard, in the county of Northampton, except in now existing vaults and walled graves, interment in which shall take place only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

GREAT STAUGHTON.—Forthwith wholly in the parish church of Great Staughton, in the county of Huntingdon.

ARLESEY.—Forthwith wholly in the parish church of Arlesey, in the county of Bedford; and in the churchyard, except in vaults and walled graves, every coffin buried in which shall be separately enclosed by stonework or brickwork properly cemented, and except in earthen graves five feet deep and free from water, which can be opened without the exposure of coffins or the disturbance of human remains, to be used only for the burial of the widows, widowers, parents and children of those already buried therein.

KIRTON IN LINDSEY.—Forthwith wholly in the old part of the parish churchyard of Kirton in Lindsey, in the county of Lincoln, except in vaults and walled graves, every coffin buried in which shall be separately enclosed by stonework or brickwork properly cemented, and except in earthen graves five feet deep which can be opened without the disturbance of human remains; and these exceptions to apply only to the burial of the near relations of those already buried therein, viz. : the widows, widowers, parents, children, brothers and sisters.

BURTON LATIMER.—Forthwith wholly in the parish church of Burton Latimer, in the county of Northampton; and in the churchyard, except in now existing vaults and walled graves, interment in which shall take place only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented, and except in earthen graves, in that part of the churchyard which lies on the west side of the entrance pathway to the church, interment in which shall take place only on condition that they can be opened to the depth of five feet without exposing coffins or dis-

turbing human remains, and that they be used only for the burial of the widows, widowers, parents and children of those already interred therein.

HELMSLEY.—Forthwith wholly in the parish church of Helmsley, in the county of York; and in the churchyard, except in the vault therein belonging to Lord Feversham, and in this only on condition that every coffin buried in such vault be enclosed in brickwork or stonework properly cemented.

ST. SEPULCHRE.—Forthwith wholly in the parish church of St. Sepulchre, Northampton; and in the churchyard, except in now existing vaults and walled graves, and that burial take place in these only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

SOUTH CAVE.—Forthwith wholly in the parish church of South Cave, in the county of York; and in the churchyard, except in the vault therein belonging to G. G. Macturk, Esq., burial in which to be permitted only on condition that each coffin buried in such vault be enclosed by stonework or brickwork properly cemented.

JARROW-ON-TYNE.—Forthwith wholly in the parish church of Jarrow-on-Tyne; and in the churchyard, except in now existing vaults and walled graves, and that burial be permitted in these only on condition that every coffin buried therein be separately enclosed in stonework or brickwork properly cemented.

WELTON.—Forthwith wholly in the parish church of Welton, in the county of York; and in the churchyard, except in now existing vaults and walled graves, and in these only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

COCKFIELD.—Forthwith wholly in the parish church of Cockfield, in the county of Durham, and in the churchyard, after the first of August, one thousand eight hundred and eighty-one.

RYTON-ON-TYNE.—Forthwith wholly in the parish church of Ryton-on-Tyne; and in the churchyard, except in now existing vaults and walled graves, and that burials take place in these only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented, and except in earthen graves, not less than five feet deep, which can be opened without the exposure of coffins or the disturbance of human remains, and these only to be used for the burial of the widows, widowers, parents, children, brothers and sisters of those already interred therein.

ROTHBURY.—Forthwith wholly in the parish church of Rothbury, in the county of Northumberland, and also in the old part of the churchyard.

OVINGHAM.—Forthwith in the parish churchyard of Ovingham, in the county of Northumberland, and in its addition, except in now existing vaults and walled graves, and that burial be allowed in those only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented, and except also in earthen graves which can be opened to the depth of five feet without exposing coffins or distributing human remains, and these only to be used for the widows, widowers, parents,

children, brothers and sisters of those already interred therein.

ALDBOROUGH.—Forthwith wholly in the parish church of Aldborough, in the county of York; and also in the old part of the churchyard, except for the burial of Miss Jane Elizabeth Clarke, at her decease.

GREAT AYTON.—Forthwith wholly in the parish church of Great Ayton, in the county of York; and in the churchyard after the first of October, one thousand eight hundred and eighty-one, except in now existing vaults and walled graves, and burials to take place in these only on condition that every coffin buried therein be separately enclosed by stonework or brickwork properly cemented.

STONELEIGH.—Forthwith in the parish church of Stoneleigh, in the county of Warwick, except in the mausoleum belonging to the Leigh family; and in the old part of the churchyard, except in now existing vaults and walled graves, and that burial in these be allowed only on condition that every coffin buried therein be separately enclosed in stonework or brickwork properly cemented.

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

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

C. L. Peel.

Foreign Office, September 20, 1880.

THE Queen has been graciously pleased to appoint Lieutenant-Colonel Beresford Lovett, C.S.I., to be Her Majesty's Consul for the Provinces on the South of the Caspian Sea and the North-East of Persia, to reside at Asterabad.

Foreign Office, November 4, 1880.

THE Queen has been graciously pleased to appoint Henry Michael Jones, Esq., now Her Majesty's Consul-General at Christiania, to be Her Majesty's Consul-General in Eastern Roumelia, to reside at Philippopolis.

The Queen has also been graciously pleased to appoint Thomas Michell, Esq., C.B., now Her Majesty's Consul-General in Eastern Roumelia, to be Her Majesty's Consul-General for the Kingdom of Norway, to reside at Christiania.

The Queen has also been graciously pleased to appoint William Ward, Esq., now Her Majesty's Consul at Bremen, to be Her Majesty's Consul for the State of Maine, to reside at Portland.

The Queen has also been graciously pleased to appoint Octavus Stokes, Esq., now British Vice-Consul at Sulina, to be Her Majesty's Consul for the Free City and Territory of Bremen, the Grand Duchy of Oldenburg, the District of Wilhelmshaven, the Province of Hanover, excepting the Ports and places on the left bank of the River Elbe, up to and including the Town of Harburg, the Duchy of Brunswick, and the Principalities of Lippe Schaumburg, Lippe Detmold, and Waldeck Pyrmont, to reside at Bremen.

The Queen has also been graciously pleased to appoint Hanmer Lewis Dupuis, Esq., now British Vice-Consul at Susa, to be Her Majesty's Consul at Brindisi.

Crown Office, November 26, 1880.

MEMBER returned to serve in the present PARLIAMENT.

Borough of Wexford.

Timothy Michael Healy, Esq., in the place of William Archer Redmond, Esq., deceased.

(H. 7526.)

*Board of Trade (Harbour Department),
Whitehall Gardens, November 25, 1880.*

THE Board of Trade have received through the Secretary of State for Foreign Affairs a copy of a Notice issued by the Portuguese Government declaring the port of Babia, as well as all the other ports of the Province of that name, free from yellow fever since the 10th September last.

PERAK MEDALS.

*Department of the Accountant-General
of the Navy and Comptroller of Navy
Pay, Admiralty, New-street, Spring-
gardens, November 24, 1880.*

NOTICE is hereby given, that the Medals awarded to the Officers and Crews of Her Majesty's ships "Egeria," "Fly," "Modeste," "Philomel," "Ringdove," and "Thistle," for service in the Malay Straits (Perak Expedition), between the 2nd November, 1875, and 20th March, 1876, are now in course of distribution.

Application should be made personally or by letter addressed to the Accountant-General of the Navy and Comptroller of Navy Pay, Admiralty, London, S.W.

Petty Officers and Seaman, whether applying in person or by letter, are required to produce their certificates of service.

*War Office, Pall Mall,
26th November, 1880.*

Royal Artillery, Lieutenant-General Sir Charles Lawrence D'Aguiar, K.C.B., to be Colonel Commandant, vice Lieutenant-General C. J. Dalton, deceased. Dated 8th November, 1880.

Lieutenant-Colonel and Brevet Colonel Frederick Close, from the Seconded List, to be Colonel, vice J. F. Pennycuik, C.B., promoted Major-General. Dated 8th November, 1880.

Lieutenant-Colonel and Brevet Colonel Henry Renny, to be Colonel, vice P. G. Pison, C.B., promoted Major-General. Dated 13th November, 1880.

Major Henry John Thornton (late Madras) to be Lieutenant-Colonel, vice J. Ketchen (late Madras), placed upon the Seconded List. Dated 27th October, 1880.

Major Noel Hamlyn Harris to be Lieutenant-Colonel, vice Brevet Colonel H. Renny, promoted. Dated 13th November, 1880.

Major Archibald Iver Maclaverty (late Madras), from the Seconded List, to be Major, vice H. J. Thornton (late Madras), promoted. Dated 27th October, 1880.

Captain George Mackenzie Best Hornsby to be Major, vice N. H. Harris, promoted. Dated 13th November, 1880.

Captain Francis Blake Knox, from the Seconded List, to be Captain, vice G. M. B. Hornsby, promoted. Dated 13th November, 1880.

The retirement of Captain and Brevet Major Arthur John Rait, C.B., receiving a gratuity, announced in the London Gazette of 6th November, 1877, is cancelled, and the following substituted:—

Captain and Brevet Major Arthur John Rait, C.B., retires on a pension, with the honorary rank of Lieutenant-Colonel. Dated 7th November, 1877.

Captain Charles Jones, upon the Seconded List, retires on a pension, with the honorary rank of Major. Dated 27th November, 1880.

Lieutenant Charles Carroll Rich to be Captain, vice P. F. Blackwood, who retires on a pension, with the honorary rank of Major. Dated 27th November, 1880.

Lieutenant John James Swinton, from the Seconded List, to be Lieutenant, vice A. W. Hanson, promoted. Dated 27th November, 1880.

The third Christian name of Captain L. J. A. Chapman, promoted in the London Gazette of the 14th November, 1879, is *Archer*, and not as therein stated.

Coast Brigade, Lieutenant Michael Tracy to be Captain, vice W. Spall, who retires upon full-pay with the honorary rank of Major. Dated 28th October, 1880.

BREVET.

Lieutenant Henry Lake Wells, Royal Engineers, to have the local rank of Captain whilst employed in Persia.

The following promotions to take place consequent on the death, on 7th November, 1880, of Lieutenant-General Charles James Dalton, Colonel-Commandant, Royal Artillery:—

Major-General Sir Frederick Alexander Campbell, K.C.B., Royal Artillery, to be Lieutenant-General. Dated 8th November, 1880.

Colonel James Farrell Pennycuik, C.B., Royal Artillery, to be Major-General. Dated 8th November, 1880.

Major George Forbes, 78th Foot, to be Lieutenant-Colonel. Dated 8th November, 1880.

Captain George Cox, 87th Foot, to be Major. Dated 8th November, 1880.

The following promotions to take place in succession to General Sir Edward Charles Warde, K.C.B., Colonel-Commandant, Royal Artillery, placed upon the Retired List on the 13th November, 1880:—

Lieutenant-General John Henry Francklyn, C.B., Colonel-Commandant Royal Artillery, to be General. Dated 13th November, 1880.

Major-General John Turner, C.B., Royal Artillery, to be Lieutenant-General. Dated 13th November, 1880.

Colonel Philip Gosset Pison, C.B., Royal Artillery, to be Major-General. Dated 13th November, 1880.

Captain and Brevet Major Robert Conolly Martin, half-pay; late 19th Foot, Superintending Officer Recruiting Service to be Lieutenant-Colonel. Dated 13th November, 1880.

Captain Romaine Fleming Stirke, 69th Foot, to be Major. Dated 13th November, 1880.

The undermentioned Officers to be Colonels:—
Major and Brevet Lieutenant-Colonel Henry Brackenbury, C.B., Royal Artillery. Dated 23rd October, 1880.

Lieutenant-Colonel William Booth, Royal Artillery. Dated 17th November, 1880.

MEMORANDUM.

Lieutenant Charles Edward Bedford, half-pay, Royal Artillery, resigns his Commission. Dated 27th November, 1880.

War Office, Pall Mall,
26th November, 1880.

MILITIA
ARTILLERY.

The Duke of Edinburgh's Own Edinburgh, The undermentioned Second Lieutenants to be Lieutenants:—

Beresford Assheton Johnstone. Dated 27th November, 1880.

Ronald James Smith-Sligo. Dated 27th November, 1880.

Thomas Webster, Gent., to be Second Lieutenant. Dated 27th November, 1880.

INFANTRY.

Bedford, Second Lieutenant Frederick Wayne Barber to be Lieutenant. Dated 27th November, 1880.

Royal Cumberland, Henry William Spurway, Gent., to be Second Lieutenant. Dated 27th November, 1880.

Royal Denbigh and Merioneth, Henry Villebois Bathurst, Gent., to be Second Lieutenant. Dated 27th November, 1880.

2nd, or South Devon, The undermentioned Second Lieutenants to be Lieutenants:—

Horace Mann. Dated 27th November, 1880.

George Sidney Strode Lowe. Dated 27th November, 1880.

Leopold Agar Denys Montague. Dated 27th November, 1880.

Royal Flint, Major and Honorary Lieutenant-Colonel Charles James Trevor Roper to be Lieutenant-Colonel, vice R. Wills, resigned. Dated 27th November, 1880.

Royal Glamorgan, The undermentioned Gentlemen to be Second Lieutenants:—

Richard Erle Benson. Dated 27th November, 1880.

John Cochrane Russell Gifford. Dated 27th November, 1880.

Hertford, The undermentioned Second Lieutenants to be Lieutenants:—

George Frederick Paston Cooper. Dated 27th November, 1880.

Herbert Bunce Greenfield. Dated 27th November, 1880.

Charles Bunce Greenfield. Dated 27th November, 1880.

East Kent, The undermentioned Second Lieutenants to be Lieutenants:—

James Collier. Dated 27th November, 1880.

Charles Wyndham Somerset. Dated 27th November, 1880.

The undermentioned Gentlemen to be Second Lieutenants:—

Charles Mordaunt McKillop. Dated 27th November, 1880.

Hamilton Strangways. Dated 27th November, 1880.

6th Royal Lancashire, Thomas Hector Smith, Esq., late Quartermaster, has been permitted to commute his retired pay. Dated 1st November, 1880.

The Royal South Wales Borderers, James Hugh Gwynne, Gent., to be Second Lieutenant. Dated 27th November, 1880.

West Suffolk, The undermentioned Second Lieutenants to be Lieutenants:—

Arthur Maitland Wilson. Dated 27th November, 1880.

Robert Bowerbank Graham. Dated 27th November, 1880.

Hyde Parker. Dated 27th November, 1880.

John Golding. Dated 27th November, 1880.

Herbert Eden Hawkins. Dated 27th November, 1880.

Robert Edward Coyte. Dated 27th November, 1880.

Edmund Hervey Aston Oakes. Dated 27th November, 1880.

Henry Edward Whiffin. Dated 27th November, 1880.

George Hereward Cardew. Dated 27th November, 1880.

Royal Sussex, The undermentioned Gentlemen to be Second Lieutenants:—

Spencer William Scrase-Dickins. Dated 27th November, 1880.

Aella Molyneux Berkeley Gage. Dated 27th November, 1880.

North York, The undermentioned Gentlemen to be Second Lieutenants:—

Arthur Godfrey Pease. Dated 27th November, 1880.

Jason Hassard. Dated 27th November, 1880.

William Ian Ikin. Dated 27th November, 1880.

3rd West York, Captain and Honorary Major John Henry Mainwaring to be Major, vice, T. J. S. MacAdam, resigned. Dated 27th November, 1880.

5th West York, Captain Henry Thomas Granger, 8th Foot, to be Adjutant, in succession to Captain G. O. Stoney, 25th Foot, whose period of service as Adjutant has expired. Dated 9th November, 1880.

The Edinburgh, or Queen's Regiment of Light Infantry, The undermentioned Second Lieutenants to be Lieutenants:—

John Douglas John Don-Wauchopc. Dated 27th November, 1880.

Theodore Mackenzie. Dated 27th November, 1880.

The Highland Light Infantry, Second Lieutenant Robert Wilfrid Eaton Grant to be Lieutenant. Dated 27th November, 1880.

George William Richard White, Gent., to be Second Lieutenant. Dated 27th November, 1880.

Renfrew, Second Lieutenant Boyd William John Alexander to be Lieutenant. Dated 27th November, 1880.

Kilkenny, William Henry Gorman, Gent., to be Second Lieutenant. Dated 27th November, 1880.

MILITIA MEDICAL DEPARTMENT.

Surgeon-Major William Batley, Royal Sussex Militia, resigns his Commission; also is permitted to retain his rank, and to continue to wear his uniform on retirement. Dated 27th November, 1880.

VOLUNTEERS.

ARTILLERY.

1st Argyll and Bute Corps, The undermentioned Gentlemen to be Second Lieutenants:—

Hugh MacDiarmid. Dated 27th November, 1880.

Hugh Houstoun-Ross. Dated 27th November, 1880.

1st Cinque Ports Corps, The services of Captain Frederick John Mercer are dispensed with. Dated 27th November, 1880.

1st Devonshire Corps, Second Lieutenant Arthur Grant resigns his Commission. Dated 27th November, 1880.

1st Essex Corps, Captain Harry Willmott resigns his Commission. Dated 27th November, 1880.

1st Glamorganshire Corps, The undermentioned Second Lieutenants to be Lieutenants :—
 Charles Rigg. Dated 27th November, 1880.
 Fleming Senior Thomas. Dated 27th November, 1880.
 Charles Montague Berkeley. Dated 27th November, 1880.
 Alexander Barker Bassett. Dated 27th November, 1880.
 Bathurst B. Mann. Dated 27th November, 1880.
 Myles Philip Harvey Formby. Dated 27th November, 1880.
 Henry Alder Peters. Dated 27th November, 1880.
 Arthur Henry Walker. Dated 27th November, 1880.
 Houlton Hartwell Morice. Dated 27th November, 1880.
 John Walters Williams. Dated 27th November, 1880.
 Frederick A. Vyvyan. Dated 27th November, 1880.

Cadet Corps attached to 1st Gloucestershire Corps,
 John George Sowerby Muschamp, Esq., M.A., to be Honorary Captain. Dated 27th November, 1880.

1st Kent Corps, Captain Charles Stuart resigns his Commission. Dated 27th November, 1880.

4th Lancashire Corps, Lieutenant Alsager John Steele to be Captain. Dated 27th November, 1880.

1st Newcastle-on-Tyne Corps, The appointment of Edward Louis de Hart, Gent., as Second Lieutenant, notified in the London Gazette of 19th October, 1880, is post-dated to 2nd November, 1880.

2nd Northumberland Corps, Lieutenant George Chrisp resigns his Commission. Dated 27th November, 1880.

1st Worcestershire Corps, James Barry Taunton, Gent., to be Second Lieutenant (Supernumerary). Dated 27th November, 1880.

Robert William Edginton, M.D., to be Acting Surgeon. Dated 27th November, 1880.

1st West Riding of Yorkshire Corps, Captain Thomas Titley resigns his Commission. Dated 27th November, 1880.

ENGINEER.

1st Cheshire Corps, The undermentioned Captains resign their Commissions :—

Henry Alleyne Higgins. Dated 27th November, 1880.

John Russell Drynan. Dated 27th November, 1880.

The undermentioned Lieutenants to be Captains :—

John Clarke. Dated 27th November, 1880.

John Richard Ratcliffe Keane. Dated 27th November, 1880.

Leigh Hunter Oakshott, Gent., to be Second Lieutenant (Supernumerary). Dated 27th November, 1880.

1st Newcastle-on-Tyne and Durham Corps, Second Lieutenant James Frazer to be Lieutenant. Dated 27th November, 1880.

2nd Tower Hamlets Corps, Second Lieutenant Sidney Hatfield Battam to be Lieutenant. Dated 27th November, 1880.

RIFLE.

4th (late 3rd) Aberdeenshire Corps, Captain George Chalmers resigns his Commission. Dated 27th November, 1880.

1st Buckinghamshire Corps, Lieutenant Herbert Chilton Tompkins resigns his Commission. Dated 27th November, 1880.

Cadet Corps attached to 1st Buckinghamshire Corps, Honorary Lieutenant Herbert Chilton Tompkins resigns his Commission. Dated 27th November, 1880.

2nd (late 3rd) Cambridgeshire Corps, Captain Charles J. Procter resigns his Commission. Dated 27th November, 1880.

4th (late 13th) Cheshire Corps, Lieutenant Richard Fletcher Beaumont to be Captain. Dated 27th November, 1880.

1st Cinque Ports Corps, Second Lieutenant Francis Joseph Thomas Drake resigns his Commission. Dated 27th November, 1880.

5th (late 6th) Durham Corps, The undermentioned Officers resign their Commissions :—
 Captain John Edgar. Dated 27th November, 1880.

Lieutenant John Thomas Walker. Dated 27th November, 1880.

3rd (late 5th) Essex Corps, Lieutenant John Widdecombe resigns his Commission. Dated 27th November, 1880.

2nd Glamorganshire Corps, The undermentioned Second Lieutenants to be Lieutenants :—
 Wyndham Williams. Dated 27th November, 1880.

William David Williams. Dated 27th November, 1880.

Arthur Perkins James. Dated 27th November, 1880.

Joseph Spiridion. Dated 27th November, 1880.

Richard Cound. Dated 27th November, 1880.

Walter Francis Bell. Dated 27th November, 1880.

1st Kent Corps, The undermentioned Officers resign their Commissions :—
 Lieutenant Robert Hoar. Dated 27th November, 1880.

Second Lieutenant Henry Powys Loraine Estridge. Dated 27th November, 1880.

8th (late 31st) Lanarkshire Corps, Lieutenant Thomas Ferguson resigns his Commission. Dated 27th November, 1880.

3rd (late 4th) Lancashire Corps, Second Lieutenant John Walton Loxham resigns his Commission. Dated 27th November, 1880.

5th Lancashire Corps, Surgeon William Macfie Campbell, M.D., resigns his Commission. Dated 27th November, 1880.

20th (late 33rd) Lancashire Corps, Captain Nathaniel Lloyd resigns his Commission. Dated 27th November, 1880.

1st London Corps, The undermentioned Second Lieutenants to be Lieutenants :—

Charles Thomas Beresford Hope. Dated 27th November, 1880.

Charles Towse. Dated 27th November, 1880.

Arthur George Rickards. Dated 27th November, 1880.

The undermentioned Officers resign their Commissions :—

Second Lieutenant William McHaffie Melliss. Dated 27th November, 1880.

Quartermaster John A. Brand. Dated 27th November, 1880.

William Morris, jun., Gent., to be Second Lieutenant. Dated 27th November, 1880.

2nd London Corps, Second Lieutenant Reginald Harrison Curtis to be Lieutenant. Dated 27th November, 1880.

3rd Middlesex Corps, Second Lieutenant George Brace Colt resigns his Commission. Dated 27th November, 1880.

6th (late 11th) Middlesex Corps, Lieutenant Charles J. Smith resigns his Commission. Dated 27th November, 1880.

8th (late 16th) Middlesex Corps, Captain Robert William Peake resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1880.

Captain William Blandford Newson resigns his Commission. Dated 27th November, 1880.

13th (late 22nd) Middlesex Corps, Ernest Mawbey Birch, Gent., to be Second Lieutenant (Super-numerary). Dated 27th November, 1880.

23rd (late 46th) Middlesex Corps, Second Lieutenant Hugh Oakeley Arnold-Forster resigns his Commission. Dated 27th November, 1880.

24th (late 49th) Middlesex Corps, The resignation of Lieutenant Thomas William Rees, notified in the *London Gazette* of 2nd November, 1880, is cancelled.

1st Norfolk Corps, Captain Joshua Farrar Ransom resigns his Commission. Dated 27th November, 1880.

Lieutenant Henry Pulley resigns his Commission; also is permitted to retain his rank, and to continue to wear the uniform of the Corps on his retirement. Dated 27th November, 1880.

2nd Norfolk Corps, Captain Walter Brown resigns his Commission. Dated 27th November, 1880.

1st Renfrewshire Corps, Second Lieutenant Robert Steele resigns his Commission. Dated 27th November, 1880.

1st Shropshire Corps, Lieutenant Francis Everard Salt resigns his Commission. Dated 27th November, 1880.

2nd (late 3rd) Somersetshire Corps, John Hoskyns, Gent., late Lieutenant 24th Foot, to be Lieutenant. Dated 27th November, 1880.

1st Staffordshire Corps, Major Hanbury Barclay to be Lieutenant-Colonel. Dated 27th November, 1880.

2nd Warwickshire Corps, Lieutenant Joseph Bennett Eddis Bourne resigns his Commission. Dated 27th November, 1880.

2nd (late 10th) Worcestershire Corps, Second Lieutenant George Sheffield Blakeway to be Lieutenant. Dated 27th November, 1880.

1st East Riding of Yorkshire Corps, Lieutenant Edward Francis Ingleby resigns his Commission. Dated 27th November, 1880.

6th West Riding of Yorkshire Corps, James Edward Howgate, Gent., to be Second Lieutenant (Supernumerary). Dated 27th November, 1880.

TENDERS FOR LOANS ON TREASURY BILLS.

1. THE Lords Commissioners of Her Majesty's Treasury hereby give notice that Tenders will be received at the Chief Cashier's Office at the Bank of England, on Thursday, the 2nd proximo, at one o'clock, for Treasury Bills to be issued under the Act 40 Vic., cap. 2, to the amount of £1,485,000.

2. The Bills will be in amounts of £1,000, £5,000, or £10,000. They will be dated the 7th day of December, 1880, and will be payable at three or six months after date (at the option of

the persons tendering), viz.:—on the 7th March or 7th June next, respectively.

3. *The Tenders must specify the net amount per cent. which will be given for the amounts applied for; and the tenders of private individuals must be made through a London Banker.*

4. The Bills will be issued and paid at the Bank of England.

5. The persons whose Tenders are accepted will be informed of the same on Friday, the 3rd proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than three o'clock, on Tuesday, the 7th proximo.

6. The Lords Commissioners of Her Majesty's Treasury reserve the right of rejecting any Tenders.

Treasury Chambers, November 22, 1880.

GENERAL ORDER of the Local Government Board: Rescinding Regulations.

Downlands Sea-side Infirmary for Children,
Rottingdean.

To Justus F. Landquist, the Proprietor of an Establishment known as the "Downlands Convalescent Home," situate at Rottingdean, in the county of Sussex;

To the Boards of Guardians of the several Unions and Separate Parishes in the Metropolis, and of the several other Unions in the counties of Middlesex and Surrey;

And to all others whom it may concern.

WE, the Local Government Board, in pursuance of the powers given to Us in that behalf, hereby rescind Our Order addressed as above, and dated the eleventh day of October, one thousand eight hundred and eighty.

Given under the Seal of Office of the Local Government Board, this twenty-fourth day of November, in the year one thousand eight hundred and eighty.

L. S.

J. G. Dodson,
President.

Hugh Owen, Jun., Assistant-Secretary.

NOTICE TO MARINERS.

(No. 209.)—IRISH CHANNEL.—ISLE OF MAN.

Flashing Light on Langness.

THE Commissioners of Northern Lighthouses have given notice, that on 1st December, 1880, a light will be exhibited from a lighthouse 63 feet high, erected on Langness, south coast of the Isle of Man.

The light will be a flashing light, showing a flash every five seconds, elevated 76 feet above high water, and should be visible in clear weather from a distance of about 14 miles, except on those bearings where it is obscured by the coast.

NOTE.—A fog horn is in course of construction at Langness Lighthouse, which will be in operation at an early date, and of which further notice will be given.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
13th November, 1880.

This Notice affects the following Admiralty Charts:—Ireland, East Coast, with Irish Channel, No. 1824a; Irish Channel, Nos. 1825a and 1825b; Ireland, East Coast, Sheet 2, Carlingford to Larne, No. 45; and Isle of Man, No. 2094.

Also, Admiralty List of Lights in the British Islands, 1880, page 44; and Sailing Directions for the West Coast of England, 1876, page 245.

NOTICE TO MARINERS.

[(No. 210.)—AUSTRALIA—SOUTH COAST—PORT PHILLIP ENTRANCE.

(1.) *Point Lonsdale and Swan Spit Red Lights Deepened in Colour.*

THE Government of Victoria has given notice, that on 1st September, 1880, the colour of the red light at Point Lonsdale would be deepened to a darker red than previously shown, between the bearings of W. by N. and W. by S. Also, that the colour of Swan Spit Red Light would be deepened between the bearings of N.W. and S.W. by W.

This deepening of colour is made to prevent the possibility of mistaking these lights for the Pile Light in the South Channel, when navigating the eastern entrance of the South Channel.

NEW ZEALAND—NORTH ISLAND—WEST COAST.
(2.) *Manukau Harbour.—Beacons on South Head not available as Leading Mark.*

The Government of New Zealand has given notice, dated 22nd June, 1880, that the beacons on South Head, Manukau Harbour, no longer serve as a leading mark for the deepest water in the South Channel—Vessels must therefore pay attention to the semaphore alone.

[The bearings are magnetic. Variation $8\frac{1}{2}^{\circ}$ Easterly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
13th November, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Port Phillip, No. 1174a; Port Philip Entrance, No. 2747a. Also, Admiralty List of Lights in South Africa, &c., 1880, Nos. 249, 250; and Australia Directory, Vol. I, 1776, pages 270, 275, 279.

(2.) Manukau Harbour to Cape Egmont, No. 2535; Monganui Bluff to Manukau Harbour, No. 2543; Manukau Harbour, No. 2726. Also, New Zealand Pilot, 1875, pages 187-191.

NOTICE TO MARINERS.

(No. 211.)—EASTERN ARCHIPELAGO.

SUMATRA—APPROACH TO SUNDA STRAIT.

(1.) *Particulars of Flat Cape Light.*

WITH reference to Notices to Mariners, No. 164 of 10th September, 1880, on the exhibition of a flashing light on Flat Cape (Vlakken Hook or Pamantyoos Point):—

The Netherlands Government has published the following additional particulars:—

The light shows three flashes in quick succession every twenty seconds.

CHINA—GULF OF PECHILI.—MIAU-TAU ISLANDS.

(2.) *Temporary Light on Houki Island.*

The Chinese Government has given notice, that on 28th August, 1880, a temporary light was exhibited from a little southward of the summit of Houki (Howki) Island, Miau-tau Islands.

The light is a fixed white light, elevated 300 feet above the sea, and should be visible in clear weather from a distance of 10 miles.

The illuminating apparatus is dioptric, or by leases of the sixth order.

Position approximate, lat. $38^{\circ} 3' 30''$ N., long. $120^{\circ} 39' 0''$ E.

NOTE.—This light is obscured through a small arc in a northerly direction by the lighthouse buildings in course of construction.

PEIHO RIVER ENTRANCE.

(3.) *Taku Bar Light-vessel—Fixed Light Re-exhibited.*

Also, with reference to Notice to Mariners, No. 92 (2), of 19th June, 1879, on the temporary discontinuance of Taku Bar Light, in consequence of the foundering of the light-vessel:—

Further notice has been given, that on 27th August, 1880, Taku Light-vessel was moored in 17 feet at low water spring tides, with Bar Entrance Buoy (red) bearing N. $36\frac{3}{4}^{\circ}$ W., distant $3\frac{1}{2}$ miles.

The light is a fixed white light, elevated 37 feet above the sea, and should be visible in clear weather from a distance of 10 miles.

The illuminating apparatus is dioptric, or by lenses.

A white riding light is exhibited from the fore-stay, 6 feet above the rail.

The light-vessel, painted red, with the word Taku in white letters on her sides, has one mast carrying an 8-foot black ball.

Position approximate, lat. $38^{\circ} 53' 0''$ N., long. $117^{\circ} 50' 30''$ E.

Fog Signal.

During foggy weather a gong will be sounded at intervals of one minute.

NOTE.—Should the light-vessel be driven from her position to one where she is of no use as a guide to shipping, the usual light will not be exhibited, but an ordinary red light will be shown at each end of the vessel. The ball will be struck as soon as possible, and until struck a red flag will be hoisted above it.

[The bearing is magnetic. Variation $2\frac{1}{2}^{\circ}$ Westerly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
13th November, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Indian Ocean, No. 748b; Eastern Archipelago, No. 941a; Tyingkokh Bay to Sunda Strait, No. 2761; Sunda Strait, No. 2056. Also, Admiralty List of Lights in South Africa, &c., 1880, No. 108a; and China Sea Directory, Vol. I, 1878, page 170.

(2.) Temporarily. Pechili and Liau-tung Gulfs, No. 1256; Pecheli Strait and Hope Sound, No. 1392. Also, Admiralty List of Lights in South Africa, &c., 1880, page 28; and China Sea Directory, Vol. III, 1874, page 484.

(3.) Hong Kong to Liau-tung Gulf, No. 1262; Pecheli and Liau-tung Gulfs, No. 1256; Chi-Ho to Ning-Hai, No. 2732. Also, Admiralty List of Lights in South Africa, &c., 1880, No. 181a; and China Sea Directory, Vol. III, 1874, page 518.

NOTICE TO MARINERS.

(No. 212.)—CHINA SEA.

Non-existence of Sunken Rock Eastward of Hainan Strait.

WITH reference to Notice to Mariners, No. 113, of 5th July, 1880, on the existence of a rock reported to have been seen in 1880, by M. Rapatel, of the French mail packet "Oxus," also in 1878 from the English steam vessel "Minerva," in a position 67 miles E. $\frac{1}{2}$ S. from Hainan Head:—

Information has been received from Captain R. Napier, H.M. Surveying-vessel "Magpie," that having made an examination extending over two days on and near the assigned position, no trace of shoal ground was detected.

The "Magpie" under favourable conditions and with special look-outs from aloft as well as

from the deck, sounded over an area extending 9 miles north, 8 miles south, and 10 miles both east and west of the reported position of the danger, but depths of not less than 38 fathoms were obtained.

Tide rips with heavy overfalls were repeatedly seen; these overfalls, near the reported position of the rock, were so heavy that a steam cutter was sent to examine what appeared to be shoal ground with broken water, but the depth found, when so near to the overfall that the boat was in danger or swamping, was 48 fathoms, mud.

Captain Napier is of opinion that it is improbable that the rock reported exists within the space traversed by the "Magpie." It has been removed from the charts.

[The bearing is magnetic. Variation 1° Easterly in 1880.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
13th November, 1880.

This Notice affects the following Admiralty Charts:—India Ocean, No. 748*b*; China Sea, northern portion, No. 2661*a*; Hainan Island to Macao, No. 1246. Also, China Sea Directory, Vol. II. 1879, pages 84, 398.

NOTICE TO MARINERS.

(No. 213.)—MEDITERRANEAN.

WITH reference (in part) to Notice to Mariners, No. 192, of 16th December, 1879, on the intended exhibition of certain lights in the Mediterranean.

The Turkish Government has given further notice, that on 15th November, 1880, the following lights would be exhibited:—

COAST OF TRIPOLI.

(1.) *Revolving Light at Tripoli.*

This light is exhibited from an angle of the rampart on the summit of Kasba Fort, at the western extreme of the town of Tripoli.

The light is a revolving light with a flash every minute, elevated 115 feet above the sea, and should be visible in clear weather from a distance of 18 miles.

Position, lat. 32° 54' 5" N., long. 13° 10' 50" E.

(2.) *Revolving Light at Ben-Ghazi.*

This light is exhibited from near the mill on Cape Sedi Kreibeesh (Khrebisch), at the north-eastern part of the town of Ben-Ghazi.

The light is a revolving light with a flash every thirty seconds, elevated 72 feet above the sea, and should be visible in clear weather from a distance of 15 miles.

Position, lat. 32° 7' 25" N., long. 20° 2' 45" E.

(3.) *Revolving Light at Dernah.*

This light is exhibited from near the Marabout on Ras Boahsal, about half a mile westward of the anchorage of Dernah (Derna).

The light is a revolving light with a flash every minute, elevated 92 feet above the sea, and should be visible in clear weather from a distance of 15 miles.

Position, lat. 32° 46' 0" N., long. 22° 39' 45" E.

(4.) *Revolving Light at Gavdo Island.*

This light is exhibited from the summit of Gavdo (Gozzo) Island (southward of Candia or Crete).

The light is a revolving light with a flash every minute, elevated 1181 feet above the sea, and should be visible in clear weather from a distance of 25 miles.

Position, lat. 34° 49' 40" N., long. 24° 4' 30" E.

CANDIA OR CRETE—NORTH-EAST COAST.

(5.) *Revolving Light on Cape Sidero.*

This light is exhibited near the extremity of Cape Sidero, the north-east extreme of Crete.

The light is a revolving light with a flash every minute, elevated 138 feet above the sea, and should be visible in clear weather from a distance of 18 miles.

Position, lat. 35° 19' 0" N., long. 26° 19' 45" E

(6.) *Fixed Lights on Cape St. John.*

These lights are exhibited from the extremity of Cape St. John (Aghios Joannis or Spinalonga), north-east coast of Crete.

The lights are fixed white lights placed vertically—the upper light is elevated 148 feet above the sea, and should be visible in clear weather from a distance of 12 miles.

Position, lat. 35° 20' 10" N., long. 25° 47' 0" E

NORTH COAST—SUDA BAY.

(7.) *Suda Islet Light—Alteration in Colour.*

Also, that the following alteration would be made on the 15th November, 1880, in the colour of the light exhibited from the fortress on Suda (Sude) Islet (about 50 feet from its southern extremity), Suda Bay Entrance:—

The fixed green light is discontinued, and in lieu thereof a fixed white light is exhibited, which should be visible in clear weather from a distance of 10 miles.

ASIA MINOR—SOUTH-WEST COAST.

KOS CHANNEL.

(8.) *Hussein Point Light—Alteration in Colour.*

Also, that the following alteration would be made on 15th November, 1880, in the colour of the light exhibited on Hussein Point (about one mile from the old lighthouse ruin), northern side of Kos Channel:—

The fixed green light is discontinued, and in lieu thereof a fixed white light is exhibited, which should be visible in clear weather from a distance of 10 miles.

GULF OF KOS.

(9.) *Fixed Lights at Budrûm.*

These lights are exhibited from the Lazaretto (in ruins) on the western side of the entrance to Budrûm (Boudroum) Harbour.

The two lights are fixed lights placed vertically—the upper light is elevated 49 feet above the sea, and should be visible in clear weather from a distance of 10 miles.

Position, lat. 37° 2' 0" N., long. 27° 27' 0" E.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
17th November, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Mediterranean, No. 2158*b*; Ras Makhabez to Ben-Ghazi, No. 246; Tripoli Harbour, No. 248. Also, Admiralty List of Lights in the Mediterranean, 1880, No. 780; and Mediterranean Pilot, Vol. II, 1877, page 217.

(2.) Mediterranean, No. 2158*b*; Gharah Island to Dernah, No. 241; Ras Makhabez to Ben-Ghazi, No. 246; Ben Ghazi, No. 1978. Also, Admiralty List of Lights in the Mediterranean, 1880, No. 779; and Mediterranean Pilot, Vol. II, 1877, page 230.

(3.) Mediterranean, No. 2158*b*; Dernah to Ras Bulaou, No. 244; Gharah Island to Dernah, with plan of Dernah, No. 241. Also, Admiralty List of Lights in the Mediterranean, 1880, No. 778; and Mediterranean Pilot, Vol. II, 1877, page 234.

(4.) (5.) (6.) (7.) Mediterranean, No. 2158*b*; Grecian Archipelago, No. 2336*a*; Crete or Candia,

Nos. 2536*a* and *b*. Also, Admiralty List of Lights in the Mediterranean, 1880, page 54, Nos. 637*a* and *b*, 638*a*; and Sailing Directions for Candia or Crete, 1866, pages 9, 15, 19, and 29.

(8.) and (9.) Grecian Archipelago, No. 2836*a*; Kos, Doris, and Symi Gulfs, No. 1604; Kos, Nisero, &c., Islands, No. 1898 (8 only); Kara-Baghla, &c., Channels, No. 1899 (8 only); Budrum, No. 1606 (9 only). Also, Admiralty List of Lights in the Mediterranean, 1880, Nos. 629 and 630*a*.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of a piece or parcel of land (comprising two thousand three hundred and eighty square yards, or thereabouts), which has been permanently secured to the vicarage of Saint Mary the Virgin, Nuneaton, in the county of Warwick, and in the diocese of Worcester, and in consideration also of a further benefaction, consisting of a sum of four hundred and fifteen pounds sterling, which has been paid to us in favour of the same vicarage, 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 and appropriate out of our common fund to the said vicarage of Saint Mary the Virgin, Nuneaton, to meet the said benefactions, one capital sum of five hundred and ten 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 the Virgin, Nuneaton.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Minister or Incumbent of the district of All Hallows, Southwark, in the county of Surrey, and in the diocese of Rochester, and to his successors, Ministers or Incumbents of the same district, one yearly sum or stipend of fifty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty, 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 district 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 eighteenth day of November, in the year one thousand eight hundred and eighty.

(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 or benefice of Saint Augustine, Kilburn, in the county of Middlesex, and in the diocese of London, and to his successors, Incumbents of the same vicarage or benefice, 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 twenty-fourth day of February, in the year one thousand eight hundred and eighty, 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 or benefice of Saint Augustine, Kilburn, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage or benefice, 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 or benefice of Saint Augustine, Kilburn: 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 one hundred and eight pounds, or any part thereof, shall be annexed by us to the said vicarage or benefice, in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(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 and new parish of Saint Clement, City-road, in the county of Middlesex, and in the diocese of London, and to his successors, Incumbents of the same vicarage and new parish, one yearly sum or stipend of one hundred pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the sixth day of October, in the year one thousand eight hundred and eighty, 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 and new parish of Saint Clement, City-road, one capital sum of one thousand and five hundred pounds sterling, to be applicable towards defraying the cost of providing a parsonage or house of residence for the said vicarage and new parish, 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 and new parish of Saint Clement, City-road: 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 one hundred pounds, or any part thereof, shall be annexed by us to the said vicarage and new parish, 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 eighteenth day of November, in the year one thousand eight hundred and eighty.

(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 Leonard, Shoreditch, in the county of Middlesex, and in the diocese of London, 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 eighteenth day of November, in the year one thousand eight hundred and eighty.

(L.S.)

Schedule.

All that piece or parcel of land situate in Hoxton-square, in the parish of Saint Leonard's, Shoreditch, in the county of Middlesex, being the site on which formerly stood a messuage or tenement and other buildings, the whole known as No. 37, Hoxton-square, but which have been lately pulled down, and which said piece or parcel of land is particularly delineated on the plan hereunto annexed, and is thereon coloured pink, and is the same piece or parcel of ground as that referred to in a certain deed of indenture, dated the twenty-first day of May, one thousand eight hundred and sixty-seven, made between Charles Beard, of No. 4, Clarence-place, Clapham-road, in the county of Surrey, Esquire, and Charles John Furlonger, of Throgmorton-street, in the city of London, Esquire, of the one part, and the Ecclesiastical Commissioners for England of the other part, which said deed of conveyance is intended to be deposited in the Registry of the diocese of London immediately after the publication of these presents in the London Gazette.

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent for the time being of the vicarage of Roath, in the county of Glamorgan, and in the diocese of Llandaff, two yearly sums or stipends of sixty pounds each, such yearly sums or stipends 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 eighty, and each of them to be

receivable in four equal portions, on the first day of February, the first day of May, the first day of August, and the first day of November in each and every year: Provided always, that the annual sums or stipends so granted by us to the Incumbent of the said vicarage shall be paid only upon the production to us, on or after each of the said lastly-mentioned days in each and every year of certificates under the hand of the Bishop of the said diocese of Llandaff, that two Assistant-Curates, duly licensed by such Bishop, have been employed within the parish of Roath aforesaid, during the quarter of the year then ended, and are in receipt of salaries after a rate of not less than one hundred and twenty pounds per annum in each case: And provided also, that if at any time only one such Curate should be so employed then and in that case one only of such grants or a proportionate part thereof shall be payable by us: Provided also, that such yearly sums or stipends shall continue payable as aforesaid so long only as may to us appear to be expedient under the circumstances from time to time affecting the said parish and vicarage of Roath.

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

(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 Grimley, in the county of Worcester, and in the diocese of Worcester, 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 (subject as hereinafter mentioned) to the use of the said Incumbent and his successors for ever: Except and reserved at all times and for ever unto us, the said Ecclesiastical Commissioners for England, our successors, assigns, and lessees, all mines and minerals whatsoever, within and under the said piece or parcel of land and hereditaments expressed to be hereby granted and conveyed, with full liberty, power, and authority, to win, work, and get out the said mines and minerals, but by underground operations only, and so that the surface of the said piece or parcel of land and hereditaments be not injured thereby: 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 twenty-first day of July, 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 thereof, we have hereunto set our common seal, this eighteenth day of November, in the year one thousand eight hundred and eighty.

(L.S.)

Schedule.

All that piece or parcel of land, containing two roods and eight perches, or thereabouts, situate at the Cross Hands, in the parish of Grimley, in the county of Worcester, numbered 468, on the

title commutation map of the said parish of Grimley, and bounded on or towards the north by the site of the parsonage house and premises belonging to the vicarage of Grimley aforesaid, on or towards the west by a piece or parcel of land, numbered 469, on the said title commutation map, and on all other sides by the high road leading from Worcester to Ludlow and Grimley, and which said piece or parcel of land is more particularly delineated on the plan hereunto annexed, and is thereon coloured green.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of a piece or parcel of land, which has been permanently secured to the vicarage or benefice of Saint Crispin, Bermondsey, in the county of Surrey, and in the diocese of Rochester, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage or benefice of Saint Crispin, Bermondsey, and to his successors, to meet such benefaction, one yearly sum or stipend of fifty pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes, or other hereditaments sufficient, in our opinion, to produce the said yearly sum or stipend, or any part thereof, shall be annexed by us to the said vicarage or benefice in substitution for such yearly sum or stipend, or for such part thereof, our liability for the payment of such yearly sum or stipend, or of such part thereof, as the case may be, shall thereupon and thereafter cease and determine.

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

(L.S.)

WE, the Ecclesiastical Commissioners for England, acting in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, do hereby, subject as hereinafter mentioned, grant to the Incumbent of the vicarage of Cottingham, in the county of York, and in the diocese of York, and to his successors, Incumbents of the same vicarage, one yearly sum or stipend of thirty-seven pounds, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the first day of May, in the year one thousand eight hundred and eighty, 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 eighteenth day of November, in the year one thousand eight hundred and eighty.

(L.S.)

No. 24906.

D

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of a clear yearly rent-charge of one hundred and twenty-two pounds upon the revenues of the rectory of Saint John, Lee, in the county of Northumberland, and in the diocese of Durham, which said yearly rent-charge has been permanently secured to the vicarage and new parish of Saint Oswald in Lee with Saint Mary, Bingfield, in the same county and diocese, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said vicarage and new parish of Saint Oswald in Lee with Saint Mary Bingfield, and to his successors, to meet such benefaction, one yearly sum or stipend of twenty-eight pounds nine shillings and four pence, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: 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 and new parish 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 eighteenth day of November, in the year one thousand eight hundred and eighty.

(L.S.)

India Office, November 23, 1880.

THE Secretary of State for India in Council hereby gives notice that the interest on East India Bonds will cease and determine on the 30th November, 1881, and that on and after that date the principal sums secured by such Bonds, and the interest thereon for the period from the 1st October to the 30th November, 1881, will be payable at the Bank of England, where the Bonds, together with all unpaid coupons, must be left at the Chief Cashier's Office, for examination, three clear days previous to payment.

Receipts will be given for Bonds deposited.

Bonds in which the name of a payee has been inserted must be duly endorsed.

Louis Mallet.

NOTICE is hereby given, that a separate building, named Bethlehem, situate at Talybont, in the parish of Llanllechid, in the county of Carnarvon, in the district of Bangor, being a building certified according to law as a place of religious worship, was, on the 13th day of October, 1880, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 19th day of October, 1880.

John Lloyd, jun., Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Scandinavian Church, situate at Chapman-street, West Marsh, in the parish of Great Grimsby, in the county of Lincoln, in the district of Caistor, being a building certified according to law as a place of religious worship, was, on the 16th day of October, 1880,

duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—Witness my hand this 19th day of October, 1880.

Geo. R. F. Haddelsey, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Baptist Chapel, situate at Harlington, in the county of Middlesex, in the district of Staines, being a building certified according to law as a place of religious worship, was, on the 9th day of November, 1880, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the building known as the Baptist Chapel, now disused.—Witness my hand this 11th day of November, 1880.

John Anthony Engall, Superintendent Registrar.

In the Privy Council.

In the Matter of the Petition of William Martin, of Nos. 9 and 11, Pocock-street, Blackfriars-road, in the county of Surrey, Civil Engineer, and of William Arena Martin, of the same place, Civil Engineer, for a prolongation of the term of the Letters Patent granted to the said William Arena Martin for the invention of "improvements in apparatus for consuming smoke, promoting combustion, and feeding furnaces with fuel," bearing date the 22nd day of January, 1867. No. 158.

NOTICE is hereby given, that their Lordships the Judicial Committee of the Privy Council, have appointed Tuesday, the 18th day of January, 1881, at half-past ten o'clock A.M., for hearing the matter of the above petition.—Dated this 24th day of November, 1880.

Buchanan and Rogers, 10, Basinghall-street, London, E.C., Solicitors for the Petitioners.

In the Matter of Letters Patent granted to Abraham Crabtree, of Bacup, in the county of Lancaster, for the invention of "improvements in the construction of apparatus for dressing middlings, wheat meal, and other ground or crushed grain or seeds."—Dated the 11th day of July, 1878. No. 2775.

NOTICE is hereby given, that James Smith Sutcliffe, of Bacup, in the county of Lancaster, Corn Miller, the Assignee of the above-mentioned Letters Patent, has applied by petition to the Commissioners of Patents for Inventions for leave to file a Disclaimer and Memorandum of Alteration of certain parts of the specification of the said Letters Patent; and any person intending to oppose such application must leave notice thereof at the office of Her Majesty's Attorney-General, No. 1, New-court, Temple, London, within ten days from the date hereof.—Dated this 26th day of November, 1880.

Davies and Hunt, 5, Serle-street, Lincoln's-inn, London; Agents for
George Davis, 4, St. Ann's-square, Manchester, Petitioner's Agent.

Oldham Borough Tramways.

NOTICE is hereby given, that application is intended to be made to the Board of Trade by or on behalf of the Mayor, Aldermen, and Burgesses of the borough of Oldham, for their approval of a lease of the above-mentioned tramways, dated the 29th day of September, 1880, made between the said Mayor, Aldermen, and Burgesses of the one part, and the Manchester

Carriage and Tramway Company of the other part.

The said lease is for the term of twenty-one years from the 1st of November, 1880. The annual rent reserved thereby is £1,800, payable quarterly, on the 1st of March, 1st of June, 1st of September, and 1st of December; and it contains the following covenants and conditions on the part of the lessees, namely:—

1. To pay the rent.
2. To pay rates and taxes.
3. To run carriages for artizans, mechanics, and labourers at reduced fares.
4. To make no charge for children under three years of age, and to charge half fares only for children between the ages of three and seven years.

5. To charge not exceeding the fares prescribed for the Oldham Borough Tramways Order, 1878.

6. To use the tramways for the convenience of passengers and small parcels only.

7. To observe the bye-laws and regulations made by the Corporation or the Mayor of Oldham for the time being as to traffic on the roads on which the tramways are laid, and as to offences on carriages or the tramways.

8. Not to use the tramways for carrying animals or merchandize, other than passengers' luggage not exceeding 28 pounds weight, and small parcels not exceeding 56 pounds weight.

9. Not to use any other motive power than animal power, without the consent in writing of the Corporation.

10. Not to interfere with the tramways, or rails, or plates, or sleepers.

11. To be responsible for damages done to the tramways by themselves or their servants.

12. To give notice to the Corporation when the tramways are out of repair or dangerous, and in default to indemnify the Corporation for any loss.

13. To allow the Corporation to use the tramways free of charge.

14. Not to assign or underlet the lease without the consent in writing of the Corporation.

15. To indemnify the Corporation against all damages and costs for accidents or injuries arising through their act or default, or the act or default of their servants.

16. To observe the provisions of the Oldham Borough Tramways Order, 1878, and of the Tramways Act, 1870, and of other public or local Acts affecting the tramways; and

17. Power for the Corporation to purchase the plant of the lessees on the expiration or determination of the lease.

The lease also contains the following covenants and conditions:—

1. A covenant by the Corporation for quiet enjoyment of the tramways by the Company.

2. A covenant by the Corporation to maintain the tramways.

3. Power for the Corporation to require the rent to be paid in advance.

4. Power by the Corporation to distrain in default of payment of the rent.

5. Power to enter upon the tramways and the plant, and to hold same and receive the fares if the rent be in arrears for 14 days.

6. Power for the Corporation to determine the lease in case of the Company being wound up or compounding with their creditors.

7. Power for the Corporation to re-enter and determine the lease if the rent be in arrear for 21 days, or if the Company discontinue to work the tramways for three calendar months.

8. Power of the Corporation to open the roads not to be affected by the lease.

9. Power for the Corporation to temporarily divert the tramway traffic when expedient for the execution of works.

10. Corporation to construct additional crossings, passing-places, and other works on request of the Company and their paying 10 per centum per annum on the outlay.

11. Corporation not to declare the tramways open to public use during the existence of the lease.

12. Disputes between the Corporation and the Company to be settled by arbitration, and

13. The lease is made subject to the provisions of the Oldham Tramways Order, 1878, and the Tramways Act, 1870.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections 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 24th day of December, 1880.

The lease and a copy thereof are deposited for public inspection at the Town Clerk's Office, Townhall, Oldham.

Dated this 19th day of November, 1880.

H. Booth, Town Clerk.

In the High Court of Justice. —Chancery Division
Vice-Chancellor Hall.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Swadlincote Colliery 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 23rd day of November, 1880, presented to the said High Court of Justice by Walter Radclyfe Horncastle, of No. 61, Cheap-side, in the city of London, Advertising Agent, a creditor of the said Company; and that the said

petition is directed to be heard before the Vice-Chancellor Sir Charles Hall, on the 10th day of December, 1880; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same. —Dated this 25th day of November, 1880.

Hindson-Miller and Vernon, 10, Moor-gate-street, London, E.C., Solicitors for the Petitioner.

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

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Waste Metals Products 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, 1880, presented to the Master of the Rolls by Daniel de Pass, of No. 128, Leadenhall-street, a creditor of the said Company; and that the said petition is directed to be heard before the Master of the Rolls, on Saturday, the 4th day of December, 1880; 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.

Walter B. Styer, 4, Royal Exchange-avenue, 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 24th day of November, 1880.

ISSUE DEPARTMENT.

£				£			
Notes issued	...	...	40,708,575	Government Debt	...	...	11,015,100
				Other Securities	...	...	3,984,900
				Gold Coin and Bullion	...	...	25,708,575
				Silver Bullion	...	...	—
			£40,708,575				£40,708,575

Dated the 25th day of November, 1880.

F. May, Chief Cashier.

BANKING DEPARTMENT.

£				£			
Proprietors' Capital	...	...	14,553,000	Government Securities	...	...	14,865,070
Rest	...	...	3,093,714	Other Securities	...	...	17,932,292
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	...	...	5,479,208	Notes	...	...	14,572,555
Other Deposits	...	...	25,219,515	Gold and Silver Coin	...	...	1,241,328
Seven Day and other Bills	...	...	265,808				
			£48,611,245				£48,611,245

Dated the 25th day of November, 1880.

F. May, Chief Cashier.

AN ACCOUNT of the Importations and Exportations of BULLION and SPECIE registered in the Week ended 24th November, 1880.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.		Bullion.	Coin.		Bullion.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
France	765	...	765	306,660	...	306,660
Australia	125,236	...	125,236	1,643	...	1,643
Mexico, South America (except Brazil), and West Indies ..	728	131	859	...	165,004	165,004
Brazil	70	...	70	40,361	148,091	188,452
United States	233	170	403	15,414	217,359	232,773
Other Countries	3,416	...	3,416	30,862	22,754	53,616
...
...
...
Aggregate of the Importations registered in the Week ... }	130,448	301	130,749	394,940	553,208	948,148
Declared Value of the said Importations }	£ 518,000	£ 1,204	£ 519,204	£ 82,917	£ 117,424	£ 200,341

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	
Germany ... ..	...	...	...	...	...	336,675	336,675
Holland ... ..	...	...	...	...	27,000	2,159	29,159
France ... ..	...	510	235	745	...	11,410	11,410
West Coast of Africa	335	...	...	335	3,122	...	3,122
British India	1,308	...	...	1,308	...	39,255	39,255
China ... ..	...	...	...	...	162,000	362	162,360
United States, Atlantic ... ..	...	52,000	12,850	64,850	...	19,250	19,250
South America (except Brazil)	7,980	...	...	7,980	4,400	3,066	7,466
Brazil	13,606	...	...	13,606	...	600	600
Other Countries	13	...	72	85	2,184	...	1,001	
...	
...	
...	
Aggregate of the Exportations registered in the Week ... }	23,242	52,510	13,157	88,909	9,706	262,581	340,195	
Declared Value of the said Exportations }	£ 90,431	£ 200,550	£ 51,185	£ 342,166	£ 2,669	£ 56,359	£ 79,320	

Statistical Department, Custom House, London,
November 25, 1880.

S. SELDON.
Principal.

Metropolitan and District Railways.

(City Lines and Extensions.)

(Extension of Time for Purchase of Lands and Completion of Works; Incorporation of and Powers to Joint Committee appointed under Act of 1879; Agreements with the Corporation, Commissioners of Sewers of the city of London, and Metropolitan Board of Works; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to extend the respective times limited by the Metropolitan and District Railways (City Lines and Extensions) Act, 1879, hereinafter called "the Act of 1879," for the compulsory purchase and taking of lands, and for the completion of the railways and works thereby authorized, or some of them.

Also to incorporate the Metropolitan and District Joint Committee constituted by the 52nd section of the said Act, and to extend, enlarge, and define the powers, rights, authorities, duties, and liabilities of the said Committee, or otherwise make provision for more effectually carrying the provisions of the said Act into execution.

Also to authorize the Metropolitan Railway Company, the Metropolitan District Railway Company, and the said Joint Committee, or some or one of them on the one hand, and the Mayor, Commonalty, and Citizens of the city of London, the Commissioners of Sewers for the city of London, and the Metropolitan Board of Works, or some or one of them, on the other hand, to enter into agreements with respect to the construction of the railways and works, or any of them authorized by the said Act, the purchase or acquisition of lands,

and the subscription and raising of funds for the purposes of such construction or otherwise carrying the objects and purposes of the said Act into effect, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to confer upon the parties thereto respectively all necessary powers and authorities for enabling them to carry such agreements, or any of them, into operation.

Also to vary or extinguish all rights and privileges which might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Also to repeal or amend all or some of the provisions of the Act of 1879, and of the several Acts of Parliament following, or some of them, that is to say,—Metropolitan Railway Company's Acts, passed in each and every of the years 1854 to 1857, 1859 to 1875, and 1877 to 1880, all inclusive, and all other Acts relating to or affecting the Metropolitan Railway Company; 27 and 28 Vict., cap. 322; and all other Acts relating to or affecting the Metropolitan District Railway Company; the Acts 26 and 27 Vic., cap. 46, and all other Acts relating to the London Coal and Wine Duties; the "Metropolitan Management Acts, 1855, 1856, and 1862;" the "Metropolitan Main Drainage Acts, 1858 and 1863," and any Acts relating to or affecting the Metropolitan Board of Works or the Local Management of the Metropolis; the "Holborn Valley Improvement Act, 1864;" the "Whitechapel and Holborn Improvement Act, 1865;" the "Holborn Valley (Additional Works) Act, 1867;" the "Metropolitan Markets Acts, 1857 and 1865;" the "Metropolitan Meat and Poultry Markets (Western Approach) Act, 1862;" and any other Acts relating to or affecting the Mayor and Commonalty and Citizens of the city of London.

Printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1880.

Dated 17th November, 1880.

Burchells, 5, Broad Sanctuary,
Baxters and Co., 5 and 6, Victoria-street,
Westminster, Solicitors for the Bill.
Sherwood and Co., 7, Great George-street,
Westminster,
Dyson and Co., 24, Parliament-street,
Parliamentary Agents.

In Parliament—Session 1881.

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, in the Parish of Cheriton, and County of Kent; 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.)

A PPLICATION 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 railway hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient bridges, viaducts, junctions, rails, sidings, turntables, stations, approaches, roads, buildings,

yards, and other works and conveniences connected therewith, that is to say:—

A railway wholly within the county of Kent, commencing in the parish of St. Michael, Harbledown, in that county, 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 South Eastern Railway, and terminating in the parish of Cheriton, in the county of Kent, 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 South Eastern Railway, which intended Railway will be made, or pass, from, in, through, or into the county of the city of Canterbury, and the parishes, townships, extra-parochial, and other places following, or some of them, that is to say: St. Michael, Harbledown, St. Dunstan, Thannington, Holy Cross, Westgate Without, St. Mildred, St. Mary Bredin, St. Paul Patricxbourne, or Patricxbourne, Nackington Bridge, Bishopsbourne, Kingston, Barham, Elham, Lyminge, Newington-next-Hythe, and Cheriton.

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.

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.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, within the parishes, townships, extra-parochial, and other places 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 portions of railway stations and works hereinafter mentioned belonging to the South Eastern Railway Company, and to alter the tolls, rates, and duties which that Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower 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, 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 portions of railway and stations hereinafter mentioned (that is to say):—

(a.) So much of the South Eastern Railway as lies between the point of 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 as lies between the point of 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 portions of railway and stations.

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 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 and stations of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the 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 authorise the appointment of joint committees for carrying into effect every or any such agreement aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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.

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:—6th William IV, cap. 75, 6 and 7 Victoria, cap. 52, and all other Acts relating to or affecting the South Eastern Railway Company.

Notice is hereby also given that on or before the 30th day of November, 1880, plans and sections of the railway and works proposed to be authorised by the Bill, showing the line 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 the city of Canterbury at his office at 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 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 railway and 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.

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 16th day of November, 1880.

Wightwick, Kingsford, and Co., Canterbury;
W. R. Stevens, 6, St. Thomas'-street,
Southwark, S.E.;

Solicitors for the Bill.

C. J. Hanly, 22, Abingdon-street, Westminster, Parliamentary Agent.

In Parliament—Session 1881.

Daventry and Weedon Railway.

(Incorporation of Company for making a Railway from Daventry to Weedon—comprising purchase of Land; Working and Traffic Arrangements with the London and North Western Railway Company; Amendment of Acts.)

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

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

A railway commencing in the parish of Daventry, in the county of Northampton, in a field at a point about 140 yards, or thereabouts, measured in a north-easterly direction from the site of the late public pound, adjoining the road from Daventry to Norton, which field belongs, or is reputed to belong to Christ Church College, Oxford, and now is in the occupation of John Riddey and Hill Edmonds, and which field is numbered 1 on the plans for the parish of Daventry, deposited with the Clerk of the Peace for the said county of Northampton, in November, 1872, and terminating in the parish of Dodford, by a junction with the London and North Western Railway at a point adjoining the down line of that railway, on the north side of the bridge which carries the turnpike road to Daventry over the said railway near the Weedon Station, which intended railway will be made, or pass from, in, through, or into the parishes, extra-parochial and other places following, or some of them, that is to say: Daventry, Newnham, Norton, and Dodford, all in the county of Northampton.

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

To enable the Company on the one hand, and the London and North Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the

traffic of the intended railway; the payments to be made and the conditions to be performed with respect to such working, use, management construction and maintenance, the interchange, accommodation, and conveyance of traffic coming from, or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of the Act 9 and 10 Vic., cap. 204, and any other Act relating to the London and North Western Railway Company.

Duplicate plans and sections describing the lines, situation and levels of the proposed railway and works, and the lands, houses, and other property in, or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice will, on or before the 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 the town of Northampton, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railway and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 12th day of November, 1880.

William Wright, 28, Grafton-road, London, N.

In Parliament.—Session 1881.

Watford and Rickmansworth Railway.

(Transfer to the London and North-Western Railway Company, the Great Western Railway Company, the Metropolitan Railway Company, the Metropolitan and St. John's Wood Railway Company, or to any or either of those Companies of the Company's Undertaking; Dissolution of Company; Amendments of Acts.)

APPPLICATION is intended to be made to Parliament in the ensuing session by the Watford and Rickmansworth Railway Company (in this notice called "the Company") for leave to bring in a Bill to transfer to and vest in the London and North-Western Railway Company, the Great Western Railway Company, the Metropolitan Railway Company, or the Metropolitan and St. John's Wood Railway Company, or any or either of those Companies, the Company's rail-

way and works, and all the powers, rights, and privileges now vested in the Company, including powers of taking tolls, rates, and charges for the use of the Company's railways and works, and to provide for the dissolution of the Company and the winding up of their affairs on the passing of the intended Act.

To empower the Company on the one hand and the London and North-Western Railway Company, the Great Western Railway Company, the Metropolitan Railway Company, and the Metropolitan and St. John's Wood Railway Company, or any or either of those Companies, on the other hand, to make and enter into and carry into effect contracts or agreements with respect to the matters aforesaid, and to confirm any contracts or agreements which may have been or may be entered into for the above purposes.

The Bill will vary and extinguish all rights and privileges which will interfere with its objects, and it will, so far as may be necessary, repeal or amend the provisions, or some of them, of the Watford and Rickmansworth Railway Acts, 1860 and 1863, the Act, local and personal, 9 and 10 Vic., chap. 204, and all other Acts relating to the London and North-Western Railway Company, the Act, local and personal, 5th and 6th William the 4th, chap. 107, and all other Acts relating to the Great Western Railway Company, the Metropolitan Railway Act, 1854, and all other Acts relating to the Metropolitan Railway Company, the Metropolitan and St. John's Wood Railway Act, 1864, and all other Acts relating to the Metropolitan and St. John's Wood Railway Company.

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, 1880.

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

Board of Trade.—Session 1881.

Newport and Pillgwenly Waterworks.

(Application under "The Gas and Waterworks Facilities Act, 1870," to Board of Trade for Provisional Order authorising the raising of Additional Capital.)

NOTICE is hereby given, that the Newport and Pillgwenly Waterworks Company (hereinafter referred to as "the Company"), are about 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, 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 shares and by stock, and by borrowing, and to issue such 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.
- 2.—To alter, amend, extend, and repeal the necessary provisions of any Acts relating to the Company, and especially the following, namely, "The Newport and Pillgwenly Waterworks Act, 1854," "The Newport and Pillgwenly Waterworks Extension Act, 1872," and of any other Act or Acts which would interfere with the objects of the Provisional Order and to incorporate with the Provisional Order 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 30th of this instant November, be deposited at the offices of the Clerk of the Peace for the county of Monmouth, at his office at Usk, and also at the office of the Board of Trade, White-hall, 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 Mr. Edward Lawrence, Solicitor, Bank-chambers, Newport, Monmouthshire; or of Messrs. Dyson and Company, 24, Parliament-street, Westminster, on payment of one shilling for each copy; and all persons desirous of making to the said Board of Trade any representation, or of bringing before that Board any objection respecting the said application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the said Board, on or before the 15th day of January next, and that copies of such objections must, at the same time, be also sent to the Solicitor or Parliamentary Agents of the Company; and in forwarding to the Board of Trade such objections, the objectors or their agents must state that a copy of their said objections has been sent, as aforesaid, to the Solicitor or Parliamentary Agents of the Company.

And notice is hereby also given, that after the Board of Trade have settled the said Provisional Order, printed copies thereof can be obtained at the before-mentioned offices, at a charge of one shilling for each copy, or such sum as the Board of Trade may direct.

Dated this 18th day of November, 1880.

Edward Lawrence, Solicitor, Newport, Monmouthshire.

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

In Parliament.—Session 1881.

GREENE'S PATENT FOR IMPROVEMENTS IN THE MANUFACTURE OF TYPES, LOGOTYPES, AND PHRASOTYPES, AND AN APPARATUS THEREFOR.

(Confirmation of Patent.)

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

To continue and confirm certain Letters Patent, bearing date the 10th day of April, 1872, No. 1056, granted to John Greene, of the Reform Club, Pall Mall, in the county of Middlesex, Esquire, for the term of fourteen years, for "improvements in the manufacture of types, logotypes, phrasotypes, and an apparatus therefor."

To enable the said John Greene, or the assignee or assignees of his right and interest in the said Letters Patent, to pay the stamp duty of one hundred pounds on the said Letters Patent, and upon such payment being made to enable the Commissioners of Patents or their Clerk to stamp the said Letters Patent, or a duplicate thereof.

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

Dated this 24th day of November, 1880.

P. Burrowes Sharkey, Palace-chambers, 9, Bridge-street, Westminster, Parliamentary Agent.

In Parliament.

Session 1881.

HANCOCK'S PATENT FOR IMPROVEMENTS IN BOBBIN NET OR TWIST LACE MACHINES.

(Confirmation of Patent.)

NOTICE is hereby given, that application is intended to be made to Parliament in the session of 1881 for leave to bring in a Bill and pass an Act for the following purposes:—

To continue and confirm certain Letters Patent bearing date the 11th day of August, 1873, granted to James Hancock, of the Town and County of the Town of Nottingham, Machinist, for the term of fourteen years, for the invention of "Improvements in Bobbin Net or Twist Lace Machines."

To authorise the said Letters Patent, or a duplicate thereof, to be stamped with the proper stamp showing the payment of the stamp duty thereon of £100, and to be produced at the office of the Commissioners of Patents for the said Commissioners of Patents, or their clerk to stamp such Letters Patent or duplicate, specifying the date of such production, and to endorse on such Letters Patent or duplicate a certificate of the production of the same duly stamped, and to endorse a like certificate upon the Warrant for such Letters Patent, filed in the said office.

Printed copies of the 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 20th day of November, 1880.

Abraham Cann, Nottingham, Solicitor for the Bill.

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

In Parliament.—Session 1881.

Ruthin and Cerrig-y-druidion Railway.

(Revival of Powers for Compulsory Purchase of Lands; and Extension of Time for Completion of Works; and Amendment of Act.)

NOTICE is hereby given, that the Ruthin and Cerrig-y-druidion Railway Company (hereinafter called "the Company"), intend to apply to Parliament in the ensuing session for an Act to revive the powers granted by "The Ruthin and Cerrig-y-druidion Railway Act, 1876," for the compulsory purchase of lands and houses, and to extend the time granted by that Act for the completion of the railway thereby authorized.

The intended Act will vary and extinguish all existing rights and privileges which will interfere with its objects, and it will, so far as may be necessary, alter, amend, or repeal some of the powers and provisions of "The Ruthin and Cerrig-y-druidion Railway Act, 1876."

And it will provide that the extended period for the completion of the railway shall apply to the provisions contained in sections 22 and 23 of that Act, and it will amend these provisions accordingly.

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, 1880.

Dated this 3rd day of November, 1880.

J. J. Adams, Ruthin, Solicitor.

Holmes, Anton, and Greig, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1881.

Lincoln Corporation.

(Acquisition of undertaking of Lincoln Gas Light and Coke Company and dissolution of Company; Extension of limits of supply for Gas, Electric, and other Lighting, Heating and Motive Power; Construction of New Waterworks; Further provision relative to the supply of Gas and Water; Alteration of the Number and Boundaries of the Wards of the City; Increase in the Number of Aldermen and Councillors; Diversion of the Sincil Dyke and Provisions as to the Maintenance thereof; Compulsory Purchase of Land; Further Provisions as to Streets, Buildings, Sewers and Sanitary Arrangements; Prevention of Infectious Disease; Alteration, Extension and Removal of Markets, Fairs, and Slaughter-houses; Tolls, Rates, and Duties; Provisions as to Police, Exhibitions, Games, &c.; Obstructions and Offences in Streets, and other Provisions for the Good Government of the City; Drainage of the Commons; Provisions as to Fires, Smoke, Public-houses, Marine Store Dealers, &c.; Borrowing Powers; Amendment of Acts.)

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 Lincoln, as the Municipal Corporation and Urban Sanitary Authority of the city (in both of which characters they are hereinafter referred to as "the Corporation") for leave to bring in a Bill to effect the objects or some of the objects following (that is to say):—

To transfer to and vest in or provide for the transfer to and vesting in the Corporation of all or any part of the undertaking, lands, works, and easements of the Lincoln Gas Light and Coke Company (hereinafter called "the Company") and of all the real and personal property, rights, powers, privileges, and authorities of the Company for such price or consideration, and upon such terms, conditions, and stipulations, and at such period as have been, or as may be agreed on, between the Corporation and the Company, or as may be defined in the Bill or prescribed by Parliament, and to provide for the application and distribution of the purchase money, the discharge of the debts and liabilities, the distribution of assets, and the winding up and the dissolution of the Company, and to confer on the Corporation and the Company all powers necessary for or in relation to the matters aforesaid.

To enable the Corporation to carry on the undertaking of the Company, and to maintain, alter, and extend the same, and to exercise all or any of the rights, powers, authorities and privileges of the Company subject to such alterations (if any) as the Bill may define or Parliament may prescribe, and to manufacture residual products and to store the same and the articles manufactured therefrom, and to deal therein and in articles and things connected therewith and all such further powers, rights, authorities, and privileges as may be deemed necessary or expedient for or in relation to any of the foregoing matters.

To empower the Corporation and the Company to enter into and carry into effect contracts or agreements touching the matters aforesaid, and to alter and vary any such contracts or agreements when made, and to confirm and carry into effect, and (if thought fit) to alter and vary a certain contract or agreement bearing date the 26th day of July, 1880, and made

between the Company of the one part, and the Corporation of the other part, and to confer upon the Corporation all powers necessary for carrying into full effect the provisions of the said agreement, and the creation, granting, distribution, and dealing with annuities to be created under or in pursuance thereof.

To confer on the Corporation all such further powers as may be necessary or expedient for and with reference to the purchase of and carrying on the undertaking of the Company, and (with exceptions and alterations) to extend to the Corporation the provisions of the several Acts relating to the undertaking of the Company.

To extend and define the limits within which the Corporation shall be authorised to supply gas, and to include within such limits the parish of Skellingthorpe or some part or parts thereof respectively, and to empower the Corporation to put in force within the limits so extended and defined, the powers both as to levying rates and charges, and otherwise conferred on the Company by their existing Acts, or to be conferred on the Corporation by the Bill.

To authorise the Corporation to levy rates and charges for the supply of gas, and to alter the rates and charges made by the Company for the supply of gas, and to authorise the Corporation to levy other rates and charges in lieu thereof.

To empower the Corporation and (if deemed expedient) to the exclusion of any other person or company, (a) to produce, store, distribute, and supply, for public or private purposes, within the gas supply district of the Corporation, light, heat, or motive-power, by means of electricity or any light (other than gas) produced by artificial means or power, and for those purposes, or any of them (b) to exercise all or any of the existing powers of the Company or the Corporation relative to lighting by gas or oil, or such other powers, rights, and privileges as may be conferred by the Bill, and (c) to utilize in any way that may be expedient all or any of the lands or works, and (d) (if need be) to erect and maintain new works, plant, machinery, and apparatus, and to manufacture, buy, sell, provide, supply, and deal in, or let on hire, machines, machinery, steam engines, gas engines, apparatus, materials, meters, fittings, cables, and other articles, and (e) to acquire patent rights, licenses, or authorities under letters patent for themselves or any person or company licensed or supplied by them for the use of any inventions, patented or protected processes, inventions, machinery, apparatus, methods, materials, or other things, and (f) to demand and recover rates, rents, or charges, and to execute, do, and perform all incidental matters.

To authorise the Corporation to construct and maintain the new waterworks and other works and conveniences connected therewith, hereinafter described, or some of them, or some part or parts thereof respectively (that is to say):—

1. An aqueduct, conduit or line of pipes wholly situate in the parish of Boultham commencing at the easternmost corner of the old ballast pit and fishpond situated on the south side of and adjoining the railway of the Midland Railway Company (hereinafter in these descriptions called the Railway) and belonging, or reputed to belong, to Colonel Richard Ellison (such old ballast pit and fishpond being situated partly in the said parish of Boultham, and partly in the parish of Skellingthorpe) and terminating by a junction with the existing aqueduct of the Corporation at a point 110 yards or

thereabouts south of the Railway, and 20 yards or thereabouts west of the Catchwater Drain, which flows into the River Witham, close to the pumping station of the waterworks undertaking of the Corporation on that river.

2. An aqueduct, conduit or line of pipes commencing in the parish of Skellingthorpe at the most south-easterly corner of the ballast pit situate on the north side of and adjoining the railway, and belonging, or reputed to belong to the Midland Railway Company, and terminating by a junction with the existing aqueduct of the Corporation at a point 10 yards or thereabouts north of the railway, and 20 yards or thereabouts west of the Catchwater Drain hereinbefore referred to.
3. An aqueduct, conduit or line of pipes commencing in the parish of Skellingthorpe in a field belonging, or reputed to belong, to Thomas Beverley Richardson, immediately to the west of the fence dividing such field from gardens belonging, or reputed to belong, to Major Richard George Ellison, and 190 yards or thereabouts south of the railway (such distance being measured along such fence) and 59½ yards or thereabouts from the road leading from Dodington to Lincoln, and terminating in the parish of Boutham, by a junction with the aqueduct conduit or lines of pipes first hereinbefore described, 33 yards or thereabouts east of the commencement thereof.
4. An aqueduct, conduit, or line of pipes 33 yards or thereabouts in length, wholly situate in the parish of Skellingthorpe, commencing on the north side of the railway in the ballast pit hereinbefore mentioned, at a point 33 yards or thereabouts west of the commencement of the aqueduct, conduit, or lines of pipes secondly hereinbefore described and terminating in the old ballast pit and fish pond hereinbefore mentioned, on the south side of the railway, 220 yards or thereabouts west of the commencement of the aqueduct, conduit, or lines of pipes first hereinbefore described.

All the said aqueducts, conduits, or lines of pipes and other works will be situate in the parishes of Skellingthorpe and Boutham, all in the parts of Kesteven, in the county of Lincoln.

To authorise the Corporation to take, collect, and divert into their existing or intended aqueducts, pipes and works or any of them, and therein impound or appropriate, and thence distribute the waters of any brooks, springs and streams shown on the plans hereinafter mentioned, at or near the site of, or which can or may be intercepted by means of any of the said intended aqueducts, pipes and works, or on any lands for the time being belonging to the Corporation.

To authorise the Corporation to make and maintain in connection with the intended aqueducts, pipes and works hereinbefore described, all necessary and convenient approaches, embankments, discharge tunnels, roads, ways, wells, tanks, filtering beds, weirs, dams, sluices, outfalls, channels, conduits, drains, mains, pipes, engines, works, and conveniences for collecting, filtering, storing, discharging, and distributing water.

To make special provision for the protection of the works, property, and gas and water supply of the Corporation, and for defining and regulating such supply, and for preventing frauds

and abuses thereof, and for imposing penalties in respect of all or any such matters.

To empower the Corporation from time to time, by agreement, to purchase or otherwise acquire any water or right to take or carry water.

To make provision for the prevention of the pollution of reservoirs, streams, watercourses, and waters, which the Corporation have power or may by the Bill be empowered, to use, or in which they are interested.

To enable the Corporation to hold any lands already or hereafter to be vested in them for protecting any waterworks against nuisance, encroachment, or injury, and to exempt such lands from the provisions of any Act relating to the City, and of "The Lands Clauses Consolidation Act, 1845," with respect to superfluous lands.

To enable the Corporation from time to time to supply water to any Urban or Rural Sanitary Authority, or other public body, or any person or persons, in bulk or otherwise, beyond the limits of the water supply of the Corporation, upon terms to be agreed, or prescribed, or authorised by the Bill.

To exempt the Corporation from the obligation of supplying water otherwise than by measure, or by special agreement, to any dwelling-house partly used for any trade or business purposes.

To limit the size of communication or service pipes which the Corporation shall be bound to lay down, and to declare that the provisions of "The Waterworks Clauses Act, 1847," with respect to communication pipes, shall cease to be applicable within the limits of the water supply of the Corporation, and to make other provisions for the laying down and fixing of communication pipes, stop-taps, stop-cocks, or other works, for giving and regulating the supply of water, and for the payment of the cost of laying down and fixing the same, and to exempt the same from distress for rent or liability to be taken in execution under any process of law or bankruptcy.

To make provision with respect to the supply with water of groups of dwelling-houses in courts or passages, or otherwise, in contiguity with or in close neighbourhood to one another, by means of stand-pipes or other apparatus, for providing such stand-pipes or apparatus at the expense of the owners of such dwelling-houses, and as to the water rents to be taken for such supply from the owners or occupiers of such dwelling-houses, and the recovery of such water-rents, and for entry by the Corporation and their agents for the purpose of enforcing remedies and cutting off supply.

To prohibit the fixing of tubes or pipes to any of the mains or pipes of the Corporation for certain purposes, except with the consent of the Corporation.

To enable the Corporation from time to time to supply gas to any Urban or rural Sanitary Authority, or other public body, or any person or persons, in bulk or otherwise, beyond the limits of the gas supply of the Corporation, upon terms to be agreed or prescribed or authorised by the Bill.

To empower the Corporation to supply gas within their gas limits for heating purposes, and to manufacture, furnish, sell, let, and lay pipes, stoves, apparatus, fittings, and conveniences.

To require notice to be given to the Corporation by consumers, before quitting any premises supplied with gas, and in the case of bankruptcy of consumers.

To empower the Corporation to place and

carry gas and water pipes over railways, and to fix the same to bridges over, and to place pillars and supports over and upon, railways, and from time to time to repair, alter, or remove any such pipes, and to enter on any lands for such purpose, and to break up the soil and surface thereof, and to make provision for the protection of any gas or water pipes from injury.

To exempt the Corporation from obligation to supply water or gas to part only of a dwelling-house, and to require separate pipes to be laid in each house supplied by them with water or gas.

To enable the Corporation to supply and furnish, and from time to time fix, repair, alter, or add to any pipes, valves, meters, cocks, cisterns, baths, oilpans, water-closets, apparatus, receptacles, or other water fittings and gas fittings, and to provide all materials, and do all works necessary or proper in that behalf, upon such terms and conditions, pecuniary or otherwise, as may be agreed on or as may be prescribed by the Bill, and to provide for the removal of any such fittings or things, and to exempt all such fittings and things from distress or from execution under any legal process, to prevent the same being disposed of without the consent of the Corporation, and for their remaining the property of the Corporation until paid for, and to authorise the Corporation to enter upon any premises and to remove any such fittings or things, and discontinue the supply of water and gas to the premises until such fittings and things are paid for.

To authorise the alteration of the number and boundaries of the wards in which the city of Lincoln (hereinafter called "the City") is now divided, to increase the number of Aldermen and Councillors for the city, and to provide for the representation of the new and altered wards in the city.

To authorise the Corporation to cover in their markets; whether enlarged or not, and to remove their present markets and fairs to any lands belonging to or that may be hereafter acquired by the Corporation, and to construct and maintain either temporarily or permanently all such lodges, buildings, erections, refreshment rooms, urinals, abattoirs, approaches, sidings, works, and conveniences for, upon, or in connection with such markets and fair grounds as they may deem necessary or convenient.

To authorise the taking of new and additional tolls, rents, rates, duties, stallages, and other payments and charges for or in respect of markets and fairs, and for stallage and standage therein, and for weighing and measuring, and for other matters connected with the markets and fairs, and to alter and increase all or any of the existing tolls, rates, and duties which the Corporation are now authorised to take and demand, and to confer, vary, or extinguish exemptions from tolls, rates, and duties, and to vary and extinguish the franchises, rights, and privileges relating to the existing and authorised markets and fairs, and to confer on the Corporation all other powers, rights and privileges incident to markets and fairs.

To enable the Corporation by order to define and specify from time to time the lands and buildings on or in which any particular market or fair shall be held, the goods, animals, and articles which may be brought or delivered upon or into any market, fair, or slaughter-house of the Corporation, and the mode and conditions of, and the incidents of risk attending such bringing and delivering thereof respectively.

To prohibit the sale by retail in any wholesale market, or vice versa, and to define what shall

be deemed wholesale or retail in any or each particular class of goods, animals, articles, or things.

To prohibit (except with the consent of the Corporation), the altering or adding to any premises in any market or fair, the underletting the same, or any sale therein by any person other than an immediate tenant of the Corporation or his assistants known as such to the market inspector, and the altering, adding to, or removing of any fixtures, fittings, or property of the Corporation in any market or fair.

To enable the Corporation to prescribe the form and manner in which any names and announcements shall be placed and made in or upon any premises in the markets and fairs.

To make further provisions with respect to the seizure and forfeiture of diseased or unwholesome provisions.

To prohibit the holding of any market or fair; and the exposing or offering for sale within the city of animals or goods elsewhere than in shops or dwelling-houses, and in any market-place or fair authorised by the Corporation.

To empower the Corporation to remove their present slaughter-houses, and to provide, erect, maintain, and regulate new slaughter-houses, and to make regulations as to animals therein, and to make other provisions relative to the erection and user of slaughterhouses.

To authorise the Corporation to prohibit, restrict, license, and regulate the use of existing slaughterhouses and knackers' yards, and the right of access thereto, and to prevent the slaughter of animals elsewhere than in public or licensed slaughterhouses or knackers' yards, and to enable the Corporation to take tolls and charges in respect of such public slaughterhouses and knackers' yards.

To let the fairs and markets, market-places and buildings, erections, refreshment rooms, stands, stalls, and shops, weighing machines, slaughterhouses, and knackers' yards.

To enable the Corporation to make bye-laws, rules, and regulations, respecting the use, regulation, government, and control of the various fairs, fair grounds, markets, market places, slaughterhouses, and other like conveniences in the city, and of all erections, buildings, refreshment rooms, urinals, abattoirs, works, and conveniences connected therewith, and the sale and disposition of animals, articles, goods, and things, and the conduct of persons in charge thereof, and for the weighing and measuring of goods by the Corporation, or by persons licensed or appointed by them for preventing the use of false weights and measures, and the sale or possession of unwholesome meat or food, and the bringing of diseased animals into the city, and for preventing persons illtreating animals, and all such other bye-laws, rules, and regulations, as may be expedient for the regulation of the said fairs, fair grounds, markets, market places, and slaughterhouses, and of persons frequenting or using the same, and the removal therefrom of persons infringing any of such bye-laws, rules, and regulations, or otherwise misconducting themselves, and to make such other provisions with reference to the matters aforesaid, or any of them, as the Bill may provide.

To empower the Corporation to make the following diversion of the Sincil Dyke with all necessary and proper embankments, cuts, drains, channels, conduits, and other works and conveniences, that is to say:—

A diversion of a portion of the present channel of the Sincil Dyke into a new cut, com-

mencing at or near a point on the eastern embankment of the said Sincil Dyke, in the parish of St. Peter-at-Gowts, in the city and county of the city of Lincoln, at a point opposite where the Great Gowt's Drain flows into the Sincil Dyke, and terminating on the southern embankment of the said Sincil Dyke where the boundary between the parishes of Canwick, in the parts of Kesteven, in the county of Lincoln, and St. Swithin, in the city and county of the city of Lincoln, crosses the Sincil Dyke, and 80 yards or thereabouts, measured along the southern embankment of the said Sincil Dyke, east of the bridge carrying the Great Northern Railway over the said Sincil Dyke, in the parish of St. Swithin aforesaid.

The said diversion of the Sincil Dyke and other works in connection therewith, will be situate in the parish of Canwick, parts of Kesteven, in the county of Lincoln, and in the parishes of St. Swithin, South Common, and St. Peter at Gowts, in the city of Lincoln, and the quantity of Land required to be taken from the South Common for the said works is three acres or thereabouts.

To provide for the stopping up of so much of the existing Sincil Dyke as lies between the commencement and termination of the above described diversion, and the appropriation and vesting in the Corporation or such person or persons, company or companies, as the Bill may prescribe of the site and soil thereof free from all rights, powers, and privileges in connection therewith.

To give the Corporation or such other person or persons, company or companies, power to sell, exchange or otherwise deal with such site and soil or any part thereof.

To provide for the maintenance of the said Sincil Dyke when diverted.

To vest in and place under the control and management of the Corporation all present and future streets, roads, bridges, lanes, footpaths, courts, yards, and passages within the city, with powers to repair, alter, widen and improve the same, and to enforce and provide for the flagging and paving thereof, and to make and maintain all needful sewers and drains, and to compel the better and more effectual drainage of houses, buildings, and other property in the city.

To make provision as to the laying out and completion of new streets, and the levels, width, and direction thereof, the paving, sewerage, and drainage thereof, the stopping up of new streets not consented to by the Corporation, the prevention of streets intended for foot traffic being used for carriage traffic, intersecting streets, the declaring of private streets to be highways, the stopping up of highways by the Corporation and the vesting of the soil thereof, sockets and plugholes, fencing of waste land, the alteration of names of streets, the prevention of injury to, and the recovery of damages and penalties for injury caused to streets and footways, the protection of flagging in streets and other property of the Corporation from injury and damage and for the recovery of damages and penalties for any injury or damages caused thereto, the closing or narrowing or building over, or the lowering of the height of headway or entrances to courts, or passages, or places

To authorise the Corporation to place and maintain, alter and remove, in any street, raised paving or places of refuge, posts, pillars, rails, pillar bars, chains, or other fences, permanent or temporary, for the protection of passengers, and for protecting passengers from injury, danger,

or annoyance, and to permit the placing in any street or streets of shelters and erections for the use, convenience, and shelter of drivers and conductors of carriages in any street.

To authorise the Corporation to provide and maintain in such convenient and proper situations as they may think fit, waiting and other rooms, lavatories, and other conveniences for public accommodation.

To confer upon the Corporation further powers for the prevention of nuisances, obstructions, and offences in the city, and especially with respect to the following matters, that is to say:—

The construction of crossings over footways and of openings in streets; the level of the ground floor of houses; the construction of cellars; the use of any lock-up shop, workshop, shed, or place of business for purposes of habitation, and to empower officers and servants of the Corporation to enter upon and examine any building suspected of being so used, the prohibition of the following matters and things, namely:—

- (a) of improper cellars and basements,
- (b) of the covering of open spaces,
- (c) of the occupation of houses until certified as fit,
- (d) of buildings not constructed for human habitation, and

- (e) of the construction of wooden buildings; the defining of new buildings; the removal of ruinous or dangerous buildings, and the payment of the expenses of such removal. The construction, examination, inspection, demolition, and alteration of, and the control by the Corporation over the workmanship, materials, foundations, joists, roofs, main timbers, elevation, height, drainage, open space back roadways, fencing off of gardens and fore-courts, ventilation and sanitary arrangements of streets, houses, buildings, and erections, (temporary or permanent), privies, water closets, ashpits, slopstones, sinks, sewers, cesspools, and drains; the area of rooms; the position, cleansing, emptying, covering, altering, and improving of privies, water-closets, middens, cesspools, urinals, ashpits, slopstones, sink pipes and drains, the collection of night soil, dung, ashes, and other filth and rubbish, the removal of urinals offensive to decency, the closing of polluted wells, the approval and disapproval of plans and sections, the scale to which and the material on which they shall be drawn, and the limiting of the time during which, and the conditions on which, such approval shall operate; the opening of ill-ventilated courts; the securing of proper means of ingress and egress to and from public buildings, hotels, and places of public entertainment and resort, whether temporary or permanent, and the provision of urinals and other conveniences for such buildings and for public-houses. The removal of projections over footways or land to which the public have access; the prevention of obstructions in streets and footways by the deposit of building materials, goods, wares, merchandise, coke, coal, wood, or rubbish, or of marking or advertising on footways, or the sale of goods over footways, or the hanging of lines or ropes in streets; the regulating the height of chimnies; the compulsory conversion of existing privies and ashpits into box, water,

earth, ash, or other systems; the regulating of the use of bicycles in streets, parks, and thoroughfares.

To authorise the Corporation to appoint and remunerate a surveyor, or other officer, for the inspection and supervision of all buildings now erected, or to be hereafter erected, within the City, and for the performance of other duties, and to make provision for fixing and regulating the amount of fees and expenses to be paid to such surveyor, or other officer, in respect of any duties or services performed by him, and to provide in case of any new buildings for the payment and recovery of such fees and expenses from the owner or builder of such new buildings.

To enable the Corporation to make communications between private sewers and drains, and the sewers of the Corporation, and to execute any works necessary for that purpose, upon such terms as may be agreed between the Corporation and any owner or occupier, or as may be prescribed by the Bill.

To prohibit the throwing or turning, or permitting to flow, or to be washed or carried into any sewer, drain or watercourse within the City, the refuse of any mill, manufactory, or workshop, or of any lodge, pond, or reservoir connected therewith, or any matter, substance, or thing calculated to impede the free flow of water in or down the same, or connecting of any steam boiler with any sewer or drain, or the permitting or suffering any water of high temperature, or any stream to flow or be carried into any sewer of the Corporation, or the sweeping of any soil, rubbish, or filth, or any other thing, into or in any sewer, or drain, or over any grate or opening communicating with a sewer or drain.

To authorise the Corporation to acquire and use patent rights for dealing with sewage, faecal matter and refuse.

To prohibit the flowing of any sewage, or other offensive or injurious matter, into any river, cut, or canal within the City, and to empower the Corporation to cleanse and scour the waterway, or bed, and course of any river, cut, or canal within the City.

To provide for the more effectual drainage of the West Common, and to empower the Corporation to drain that Common into the system of drainage constructed and maintained under the powers conferred by and contained in an Act of 32 George III., cap. 107, intituled an Act for enlarging and improving the Canal called Tattershall Canal, from the river Witham to the town of Tattershall, and extending the same into the river Bain, and for making the river Bain navigable from thence to or into the town of Horncastle, all in the county of Lincoln, and also for amending and rendering complete the navigable communication between the said river Witham and the Fossdyke Canal through the High Bridge, in the city of Lincoln, and an Act of 44 George III., intituled, "An Act for embanking and improving certain lands in the city of Lincoln and county thereof, and the parishes of Boultham, Skellingthorpe, Saxelby, Broxholme, North Carlton, South Carlton, Burton, and Hathow, in the county of Lincoln, and also for inclosing lands in the said parish of Skellingthorpe," or one of those Acts, or any Act or Acts extending, enlarging, or amending either of those Acts, and for that purpose to construct and maintain new drains, tunnels, or culverts, and if requisite to enlarge any existing drains, tunnels, or culverts, and particularly a certain existing drain or culvert

under the river Witham conveying the waters from the Catchwater drain, on the west side of the river Witham, into the Great Gowts drain, in the city of Lincoln."

To authorise the Corporation to appropriate as and for the purposes of recreation for cricket, football, and other sports, or for any other purpose beneficial to the inhabitants of the city, any part or parts of the Commons within the city, or any lands belonging to the Corporation, or which they are authorised to acquire, and to lay out, plant, drain, fence, maintain, let, and demise recreation grounds, with all necessary and convenient approaches, roads, footways, lodges, buildings, stands for spectators, refreshment sheds or rooms and conveniences, and to make and enforce bye-laws, rules, and regulations with respect to admission to and exclusion from, and the times, modes, and condition of the user of the same, and of any existing parks or recreation grounds, the behaviour of persons frequenting the same, and the payment for admission thereto, and for securing the preservation of the property of the Corporation therein.

To authorise the appointment as constables, either special or permanent, of persons employed by the Corporation.

To prohibit the performance or holding of any match, game, exhibition, or meeting on Sundays in any public or private place within the city.

To prohibit any public show, exhibition, circus, or other representation or public entertainment, or any booth for dancing, or any shooting galleries, without a license from the Corporation, and to empower the Corporation to make regulations with regard thereto.

To make further and better provision for the good government and security of the city, and especially with respect to the following matters, namely: the prohibition of bathing in certain places. The prevention of light from blacksmiths' shops or foundries shining into any street, or gas or other light from flaring unprotected in or over any street, court, or alley within the city. The hiring of hackney carriages. Cruelty to animals and the driving of animals through streets. The loitering or standing of vehicles in any street. The drawing of weighty articles except on wheeled carriages. The regulating of street traffic. Brakes on carriages. The feeding of animals in any street. The defacing of the names and numbers of streets and houses, and of boundary marks and mile posts. The keeping of poultry. Injury to trees, shrubs, and plants. The conveying of uncovered carcasses or parts thereof. The fighting or baiting of animals. The protection of birds and their eggs and nests.

The protection and regulation of the fisheries within the city, and the granting of fishing licenses. Removing posting bills. The casting, slopping, or spilling of refuse or any dirty liquid on any street, footway, or person. Riotous or disorderly conduct or language. The flying of birds. Foot racing or indecent exposure. Furious riding or driving. Throwing of goods from buildings. Throwing or depositing peel and skin on footways. Keeping of pigstyes. Carrying of placards. Use of noisy instruments or things, or shouting. Insufficient cranes, ropes, or tackle. Committal of nuisances. Obstructing the footway. Hawking or exposing things for sale on footway. Delivery of obscene papers. Defacing of buildings. Discharge of firearms. Trespassing in gardens. Burning of rags, bones, &c. Sale of

spirituous or fermented liquors. Exhibition booths, &c. Taking water from the public conduits. The drawing or carrying of any soot or other offensive matter or thing. The selling of coal, coke, &c., by persons not carrying or having proper scales or weights. The delivery of any coal, coke, &c., without a ticket as to the weight thereof. The playing of any game. The hawking or sale of petroleum or any dangerous explosive or inflammable substance. Accidents on footpaths. Rules and regulations as to dogs. Street musicians. Analysing of food brought within the city.

To make rules, regulations, and bye-laws as to the wharfs and staiths within the city, the conduct of persons using the same, and the placing or leaving of obstructions, rubbish, or anything thereon.

To empower the Corporation to provide boards or conveniences for the reception of advertisements, placards, and bills, and to regulate the use thereof and to charge for such use, and to impose penalties for the destruction, pulling down or defacing of any such board or convenience or any advertisement placard or bill affixed thereto, or any placard, bill, or notice issued or put up by or under the direction of the Corporation or any notice of the position of a fire-plug or any board on which any bye-law of the Corporation is painted or placed.

To prohibit the exhibition or delivery to any inhabitants or passengers within the city of any obscene, indecent, or offensive bill, paper or notice.

To empower the Corporation to demand and take charges in respect of the services of any constable of the city employed on any special duty for the benefit of any individual or of any body other than the Corporation.

To prohibit the use of traction engines in the city unless licensed by the Corporation, to enable the Corporation from time to time to make and enforce bye-laws regulating the use of such engines, and to confer generally on the Corporation with respect to highways the same privileges, powers and exemptions as they would enjoy if the Corporation of the City were a County Authority within the meaning of the "Highways and Locomotive (Amendment) Act, 1878."

To make provision with respect to the licensing and regulating of omnibuses, tram cars and other public conveyances, and of the drivers and conductors thereof, and also of places for dancing, music and public amusement and entertainment.

To make further provision with respect to brothels.

To prohibit the burning of bricks and of lime within certain distances of a dwelling house or public thoroughfare.

To empower the Corporation to regulate the traffic through the streets of the city and to prescribe the routes to be taken between different points by persons, animals and vehicles, and to prevent unreasonable obstructions.

To regulate or to empower the Corporation to regulate, inspect, and license, or regulate or inspect, or license public-houses, coffee-houses, lodging-houses, theatres, music-houses, tea-gardens and places of public resort or entertainment, and the keepers or managers thereof respectively, brokers, bill posters, porters and drovers, marine store dealers, scavengers, hackney carriages, and animals plying or pled for hire and their proprietors, drivers, keepers and attendants, and to provide for the regulation of the standings of

such carriages and animals, and to make bye-laws and regulations with regard to the approval of hackney carriages prior to their being used, and for the removal and discontinuance of hackney carriages unfit for public use, and for prohibition of and imposing penalties in respect of the conveyance in any public conveyance of persons suffering from infectious or contagious disease.

To make provision as to the prevention of fire, the consumption of smoke, the position of steam and smoke pipes, the discharge of steam from factories and other works, the issuing of smoke or steam from buildings and locomotive engines.

To make better provisions and regulations with respect to the prevention and spread of infectious and contagious diseases, and the giving of notice to the Corporation of persons suffering therefrom, and to provide nurses, hospitals, and temporary shelter and accommodation for such persons, and for their care, isolation and removal and to provide for the cleansing, disinfecting, and closing of houses, schools, and other infected places, and the removal, disinfection and destruction of infected clothing, bedding, or other infected articles, and the prevention of the sale thereof, and for the removal of any person suffering from any such disease to any such hospital, shelter or accommodation. The removal and disposal of any body which shall have died from infectious disease, and the interment of any such body. Power of entry by the Corporation their officers and servants for any of the foregoing purposes.

To make better provision for securing and recovering private improvement rates, and private improvement expenses, and to declare that such expenses and rates shall be a first charge upon the property or the rents and profits of the property, in respect of which the same have been incurred or are payable, and to make such other provisions either in substitution for, or in addition to the provisions of "The Public Health Act, 1875," or by way of amendment of that Act as may be thought desirable.

To enable the Corporation to purchase and take by compulsion and otherwise and to take leases or grants of, or to take by compulsion and otherwise easements over lands, houses, springs, streams, waters, and hereditaments within the parishes, townships, and places aforesaid for the purposes of the intended works and of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and hereditaments.

To empower the Corporation notwithstanding section 92 of "The Lands Clauses Consolidation Act, 1845," to purchase part only of any lands or buildings instead of purchasing any greater portion or the whole thereof.

To enable the Corporation to make compensation to any person interested in any lands or buildings wholly or partly in works or lands.

To enable the Corporation from time to time to sell or exchange any lands for the time being belonging to them, and to lay out the same for building purposes, or to grant building or other leases thereof in such manner and upon such terms and conditions pecuniary or otherwise, and in the case of any such lands for such period or periods as the Corporation may think fit, or as may be prescribed by the Bill, to accept the surrender of any lease of any lands or buildings, and to sell and dispose of any rent reserved or agreed to be reserved for any such lands, and

the reversion and inheritance thereof, either absolutely or subject to such conditions as they think fit, and to make provision for the application of any purchase money, premiums, fines, or other moneys which may be received by the Corporation upon or in connection with any such sale, exchange, or lease.

To authorise the Corporation to make and maintain in the parishes, townships, and places mentioned in this notice, and every or any of them in connection with the intended new works to be authorised by the Bill, all necessary and convenient approaches, embankments, discharge tunnels, roads, ways, wells, tanks, filtering beds, weirs, dams, sluices, outfalls, channels, conduits, sewers, drains, mains, pipes, engines, works and conveniences, and to break up, alter, divert, or stop up, either temporarily or permanently, any turnpike and other roads, streets, highways, footpaths, bridges, canals, towing paths, streams, watercourses, sewers, drains, railways, and tramways within all or any of the said parishes, townships, and places which it may be necessary or convenient to break up, alter, divert, or stop up for the purposes of the intended works, or of the Bill.

To vest in the Corporation free from any rights of way or passage, or any other rights, whether public or private, over the same, the site and soil of all streets, roads, lanes, courts, paths, and passages, which may be stopped up for the purposes of any of the intended works or otherwise, under the powers of the Bill.

To empower the Corporation to deviate laterally from the lines of the intended works within the limits shown upon the plans hereinafter mentioned, and to deviate vertically from the levels of those works shown upon the sections hereinafter mentioned.

To empower the Corporation for any purposes of the Bill to apply their corporate funds and revenues and for those purposes, and for street improvements and works, and for purposes of sewers, sewage and night soil and works, and for establishing public slaughter-houses, and for or in connection with their markets and fairs, or any other purposes beneficial to the inhabitants of the city, to raise further sums by borrowing on the security of their estates, property, rates, and funds.

To make provision with respect to sinking funds for the repayment of moneys to be borrowed, and for the redemption of stock and annuities created under the Bill, and for the investment and accumulation of moneys carried to such sinking funds.

To empower the Corporation to borrow any moneys which, by any former Acts, or by the Bill, they may be authorised to borrow under the powers and subject to the provisions of "The Local Loans Act, 1875," by debentures, debenture stock or annuity certificates, or partly in one way or partly in another, and to declare the ranking and charge of any moneys so borrowed, and to provide for the discharge thereof by means of sinking funds or otherwise.

To enable the Corporation, if they think fit, to provide a reserve fund in connection with their gas and water undertakings, and also to provide depreciation funds in connection with their baths and wash-houses, markets, slaughter-houses, hospitals, and cemeteries, and sewage and night soil works, and to provide for the investment and accumulation of moneys to be set aside for any such purpose.

To empower the Corporation to appoint, from time to time, and pay a deputy Town Clerk, a deputy Surveyor, and a deputy Treasurer for the

city, and to authorise the deputies so appointed to perform all or any of the duties of the officers whose deputies they are respectively appointed, and to confirm the appointment of any such deputy or deputies respectively as may have been heretofore appointed.

To make further provision as to the institution and prosecution of all legal proceedings by the Corporation, and as to contracts to be entered into by them.

To make further provision as to the recovery of all rates, rents, and charges due to the Corporation, and to empower the Corporation to levy the same by distress in default of payment.

To provide for the authentication of orders, notices, and other instruments, and for the publication and service of orders and notices on owners and occupiers.

To empower the Corporation to accept and to allow the erection in public streets and places of such statues, and other monuments, drinking and other fountains, as they think fit, and to maintain the same, and keep them in good order and repair.

To empower the Corporation to provide dwellings for firemen, scavengers, workmen, and others employed by them.

To enable the Corporation to enter into agreements for enclosing, laying, and planting, maintaining, regulating and keeping in repair of any disused burial ground.

To sanction and confirm any bye-laws made by the Corporation, and to empower them to make and enforce other bye-laws, rules, and regulations, in relation to all or any purposes of the Bill, or of the Acts hereinafter mentioned, and all other institutions and places for the time being vested in the Corporation, and from time to time to alter, vary, or rescind any such bye-laws, rules or regulations, and make new bye-laws, rules, and regulations in lieu thereof, and to exempt all or any such bye-laws and regulations of the Corporation from the provisions of the Public Health Act 1875 with respect to the confirmation, allowance, approval of bye-laws or regulations.

To attach penalties, and, if thought fit, continuing penalties to all Acts and things done, omitted, or suffered in contravention to the provisions of the Bill or any bye-law of the Corporation.

To confirm, carry out, and give effect to contracts, agreements, or arrangements, made or to be made by any persons, bodies, or Corporations relative to any of the objects of the Bill.

To alter any existing tolls, rates, rents, and charges now authorised to be levied within the city or any part thereof, and to authorise the Corporation from time to time to make and levy new tolls, rates, rents and charges, for all or any of the purposes of the Bill, and to confer, vary and extinguish exemptions from the payment of any existing or future tolls, rates, rents and charges, and to make provision as to minimum rates, and rents to be paid for supply of water and gas.

To vary and extinguish all rights and privileges which might in any way impede or interfere with any of the objects of the Bill, and to confer upon the Corporation and others all such other rights, powers, and privileges, and make all such other provisions as may be necessary or expedient for carrying out such several objects.

To alter, extend, enlarge, amend, vary, consolidate, repeal, incorporate, or re-enact, in extenso, all or some of the provisions of the following Acts or orders, viz., An Act passed

9th George IV., cap. 24, intituled "An Act for Lighting with Gas the City of Lincoln, and the Bail and Close of Lincoln, in the County of Lincoln," "The Lincoln Gas Light and Coke Company's Act, 1873," "The Lincoln Gas Light and Coke Company's Act, 1880," and all other Acts relating to the Lincoln Gas Light and Coke Company, "The Lincoln Waterworks Act, 1846," "The Lincoln Waterworks Act, 1856," "The Lincoln Waterworks Act, 1871," "The Lincoln Order, 1880, confirmed by the Local Government Board's Provisional Orders Confirmation (Aberavon, &c.) Act, 1880," and all the other Acts or orders relating to the Lincoln Waterworks, 9th George IV., cap. 27, intituled "An Act for Paving, Lighting, Watching, and Improving the City of Lincoln, and the Bail and Close of Lincoln, in the County of Lincoln, and for Regulating the Police therein," "The Lincoln Order, 1866, confirmed by the Local Government Supplemental Act, 1866" (No. 4), "The Lincoln Order, 1870, confirmed by the Local Government Supplemental Act, 1870, and all other Acts, Charters, and orders relating to the City of Lincoln." "The Lincoln Corporation (Canwick Commons) Act, 1868," "The Lincoln City Commons Act, 1870," an Act passed 32 George III., cap. 107, intituled "An Act for Enlarging and Improving the Canal called Tattershall Canal from the River Witham to the Town of Tattershall, and extending the same into the River Bain, and for making the River Bain navigable from thence to or into the Town of Horncastle, all in the County of Lincoln, and also for amending and rendering complete the navigable communication between the said River Witham, and the Fosdyke Canal through the High Bridge, in the City of Lincoln." An Act passed 44 George III., intituled "An Act for Embanking, Draining, and Improving Certain Lands in the City of Lincoln, and County thereof, and in the Parishes or Townships of Boultham, Skellingthorpe, Saxelby, Broxholme, North Carlton, South Carlton, Burton, and Hathow, in the County of Lincoln, and also for enclosing lands in the said parish of Skellingthorpe," and all other Acts relating to the Commissioners appointed by the last-mentioned Act, and to the Lincoln City Commons, An Act passed 52 George III., intituled "An Act for rendering more effectual an Act of His present Majesty for draining lands lying on both sides of the River Witham, in the County of Lincoln and restoring the navigation of the said river, and for repealing another Act of His present Majesty in relation to the said drainage and navigation," and all other Acts relating to "The Company of Proprietors of the Witham Navigation," the Great Northern Railway Act, 1846, and all other Acts relating to the Great Northern Railway Company, and the Sale of Food and Drugs Act, 1875, "The Lands Clauses Consolidation Act, 1845, 1860, and 1869; the Waterworks Clauses Acts, 1847 and 1863; the Gas Works Clauses Acts, 1847 and 1871;" "The Markets and Fairs Clauses Act, 1847;" "The Towns Police Clauses Act, 1847;" "The Towns Improvement Clauses Act, 1847;" "The Commissioners Clauses Act, 1847;" the Acts for the enclosure, exchange, and improvement of land; the Municipal Corporation Acts; The Public Health Acts; "The Local Loans Act, 1875," "The Railway Clauses Consolidation Act, 1845," so far as it relates to roads and the temporary occupation of lands, and all other Acts amending or extending those Acts, or any of the provisions thereof:—

On or before the 30th day of November, 1880, duplicate plans and sections of the works proposed to be authorised by, and of the lands proposed to be acquired under the Bill, showing the situation and levels of the works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerks of the Peace for the parts of Kesteven, in Lincolnshire, at Stamford, and for the county of the city of Lincoln, at Lincoln, and on or before the same day a copy of so much of the said plans, section, 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, or in which any lands are situate, together with a copy of this Notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the Parish Clerk thereof, at his residence, and in the case of each such extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

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 9th day of November, 1880.

J. T. Tweed, Town Clerk, Lincoln;
H. K. Hebb, Lincoln, Solicitors for the Bill;
Tahourdins and Hargreaves, 1 Victoria-street, Westminster, Parliamentary Agents for the Bill.

In Parliament—Session 1881.

City of Norwich Central Station and Railway. (Incorporation of Company; Railways at and near Norwich; Agreements with Lynn and Fakenham Railway Company; Running Powers over Lynn and Fakenham Railway; Subscription by Lynn and Fakenham Railway Company, Corporation of Norwich, and others.)

A PPLICATION will be made to Parliament in the ensuing Session, for leave to bring in a Bill for the following purposes, or some of them, viz.:—

1. To incorporate a Company (herein referred to as "the Company") and to enable them to construct and maintain within the county of the city of Norwich, the following works, or part thereof, that is to say:—

A Railway (No. 1), commencing in the parish of North Heigham, or of the hamlet of North Heigham, by a junction with Railway No. 2, authorised by "The Lynn and Fakenham Railway (Extensions) Act, 1880," between the River Wensum and the road known as Heigham-causeway, about 980 yards from the back of the flour mill built across the River Wensum and known as the New Mills, in the city of Norwich, measured in a northerly direction, and terminating in the parish of Saint George-at-Tombland, at a point adjacent to and on the east side of King-street, and about 40 yards to the north of the centre of Prince of Wales'-road, where it joins King-street.

A Railway (No. 2), commencing in the said parish of North Heigham, or of the hamlet of North Heigham, by a junction with Railway No. 2, authorised by "The Lynn and Fakenham Railway (Extensions) Act, 1880," between the said river and Heigham-causeway, about 570 yards measured in a northerly direction from the back of the New Mills, before described, and

terminating by a junction with the intended Railway No. 1, in the parish of Saint Clement Without, at a point adjacent to and on the south-west side of the public (formerly turnpike) road, known as the Fakenham turnpike, otherwise the Hellesdon-road, and distant 60 yards or thereabouts north-west of the road which crosses the said Fakenham turnpike, about 70 yards northwards of the junction of the Fakenham turnpike with the road known as the Aylsham turnpike.

A Railway (No. 3), commencing in the parish of Saint Mary-in-the-Marsh, otherwise the Cathedral Precincts, by a junction with the proposed Railway No. 1, at a point about 40 yards to the north-east of the north-east corner of the open space known as the Horse-fair, near Cathedral-street, and terminating in the parish of Saint Peter-per-Mountergate, at a point on the east side of, and adjacent to King-street, and about 35 yards to the northward of the centre of Rose-lane, where it joins King-street.

The aforesaid railways, or some of them, will or may be made in, or pass from, through, or into some or all of the following parishes, extra-parochial or other places, namely:—North Heigham, hamlet of North Heigham, Saint Martin-at-Oak, Saint Clement, Saint Clement Without, Pockthorpe, hamlet of Pockthorpe, Saint Helen, Precincts of the Cathedral, Saint Mary-in-the-Marsh, Saint Peter-per-Mountergate, Thorpe or hamlet of Thorpe, and Saint George-at-Tombland, all in the county of the city of Norwich, or of the county of Norfolk.

2. To enable the Company to make, in connection with the aforesaid railways, all necessary stations, platforms, signals, viaducts, tunnels, bridges, roads, approaches, communications, turntables, junctions, sidings, and other works and conveniences.

3. To enable the Company to cross, divert, alter, or stop up, and appropriate, whether temporarily or permanently, roads, streets, tramways, drains, sewers, pipes, navigations, rivers, streams and watercourses, courts, alleys, and thoroughfares, so far as may be necessary, in constructing or maintaining the said intended railways, and the stations and other works connected therewith; to deviate from the lines of railway both laterally and vertically; to purchase lands, houses, and other property compulsorily; to levy tolls, rates, and charges in respect thereof; to alter existing tolls, rates, and charges, and to exercise other rights and privileges.

4. To empower the Company to purchase so much of any property as they may require for the purpose of the intended Act, without being subject to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

5. To enable the Lynn and Fakenham Railway Company to contribute towards the cost of constructing and maintaining the intended railways and the stations and other works connected therewith out of their corporate funds, and if necessary out of capital to be raised by them under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capital, and to enable the said Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof, and to appoint Directors of the Company.

6. To enable the Company on the one hand, and the Lynn and Fakenham Railway Company

on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from, or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

7. To enable the Company and all companies and persons lawfully using the railways of the Company, to run over and use, with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, so much of the Lynn and Fakenham Railway as will be situate between the junction therewith of the said intended Railway No. 1, and the termination of the Lynn and Fakenham Railway in Norwich, together with the station at Norwich, and all stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected with the said portion of railway.

8. The Bill may enable the Mayor, Aldermen, and Citizens of the City of Norwich to contribute towards the expense of the intended railways and works, and to take and hold shares or stock in the capital of the Company, and to provide the money for that purpose out of their corporate or borough fund or funds and (if necessary) to raise such money by mortgage of their revenues or of any rates leviable by them, and to levy rates for that purpose.

9. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following among other Acts, namely, "The Lynn and Fakenham Railway Act, 1876," and "The Lynn and Fakenham Railway (Extension) Act, 1880," and of any other Act relating to the Lynn and Fakenham Railway and of any other Act relating to the corporation or city of Norwich.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property. Also an Ordnance map with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of

the Peace for the county of Norfolk at his office at Norwich, and with the Clerk of the Peace for the county of the city of Norwich at his office at Norwich, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 18th day of November, 1880.

Frank C. Mathews, 110, Cannon-street,
Solicitor for the Bill.

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

In Parliament.—Session 1881.

Banbury and Cheltenham Direct Railway.
(Extension of time for completion of and alteration of authorized Works; Powers to raise Further Capital; Extension of Agreement between the Company and the Great Western Railway Company; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given that the Banbury and Cheltenham Direct Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for an Act for all or some of the following purposes, that is to say:—

1. To extend the time limited by the Banbury and Cheltenham Direct Railway Act, 1873 (hereinafter called the Act of 1873), and the "Banbury and Cheltenham Direct Railway Act, 1877" (hereinafter called the Act of 1877), for the construction and completion of the Railways authorised by the said Acts respectively, so far as the same have not been already completed or authorised to be abandoned.

To authorise and empower the Company to alter and vary the levels of so much of the Railway No. 1 authorised by the Act of 1873 in the parish of Hook-Norton, in the county of Oxford, as is situate between the points on the deposited sections referred to in that Act indicating 8 miles 6 furlongs and 10 miles 4 furlongs, and to vary the gradients of that part of the said railway, and to construct all necessary works in connection therewith, and to repeal so much of Section 18 of the Act of 1877 as provides for the substitution of viaduct for embankment on the said railway between the points on the deposited plans referred to in that Act indicating 9 miles 9 chains and 9 miles 1 furlong and 6 chains.

To enable the Company to purchase by agreement or compulsion lands, houses, buildings, and easements for the purposes of the intended Act.

To extend if necessary the provisions of the Company's agreement with the Great Western Railway Company dated the 27th day of June, 1873, scheduled to the Act of 1873, so as to apply to the intended Act, and to explain and amend Section 6 of Banbury and Cheltenham Direct Railway Act, 1879, with reference to the rights and liabilities of the Great Western Railway Company under that Agreement.

To authorise and empower the Company to raise for the purposes of the intended Act, and for the general purposes of their undertaking, additional capital by the creation and issue of new ordinary or preference shares or stock, and

by borrowing on mortgage and by the creation of debentures and debenture stock, or by any of such means upon such terms and conditions as may be authorised or prescribed by the intended Act.

To incorporate with the intended Act and vary if necessary some of the provisions of "The Lands Clauses Acts, 1845, 1863, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and "The Companies Clauses Acts, 1845, 1863, and 1869;" some or one of them.

To vary and extinguish all rights and privileges which will interfere with the objects of the intended Act, and to confer other rights and privileges.

To alter and amend, or repeal, so far as may be necessary for the purposes aforesaid, the provisions of the several Acts (local or personal) following, or some of them, that is to say: "The Banbury and Cheltenham Direct Railway Acts of 1873, 1877, 1878, 1879, and 1880," and all other Acts relating to the Company; the 5th and 6th William IV, cap. 107, and all other Acts relating to the Great Western Railway Company.

2. And notice is hereby also given, that duplicate plans and sections relating to the purposes of the intended Act, and a book of reference to the plan, with a copy of this notice as published in the London Gazette, will on or before the 30th day of November, 1880, be deposited for public inspection with the Clerk of the Peace for the county of Oxford, at his office at Oxford, and with the Parish Clerk of the parish of Hook-Norton aforesaid, at his place of residence in such parish.

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, 1880.

Dated this 11th day of November, 1880.

J. B. Looker, 8, Drapers-gardens, E.C.

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

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1881.

COPLAND'S PATENT FOR IMPROVEMENT IN THE FORMATION OF ROADS OR WAYS WITH WOOD PAVING.

(Confirmation of Patent.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and pass an Act for the following purposes:—

To continue and confirm Letters Patent bearing date the 27th day of December, 1872 (No. 3925), granted to Henry Syed Smart Copland, of No. 1A, Duke-street, Adelphi, in the county of Middlesex, civil engineer, for the term of 14 years, for the invention of improvements in the formation of roads or ways with wood paving; with or without rails, and in apparatus for the purpose.

To enable the said Henry Syed Smart Copland, or the assignee or assignees of his right and interest in the said letters patent, to pay the stamp duty of £100 on the said letters patent, and upon such payment being made, to enable the commissioners of patents or their clerk to stamp the said letters patent or a duplicate thereof.

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

Dated this 18th November, 1880.

Holmes, Anton, and Greig, 18, Abingdon-street, Westminster, Parliamentary Agents.

In Parliament—Session 1881.

South London Tramways.

(Power to South London Tramways Company to construct New Tramways in the County of Surrey; New Passing Places and Junctions; Compulsory Purchase of Land and Use of Streets; Tolls; Extension of Time for the Construction of Part of Tramways 15 and 15a, authorised by The South London Tramways Act, 1879; Additional Capital; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the South London 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:—

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.) Tramway No. 1 (double line), wholly in Upper Richmond-road, between points respectively about $1\frac{1}{2}$ chains and $3\frac{1}{4}$ chains measured in an easterly direction from Roehampton-lane.
- (2.) Tramway No. 2 (single line), commencing at the last-mentioned termination of Tramway No. 1, and terminating in Upper Richmond-road at a point about $3\frac{1}{2}$ chains measured in an easterly direction from Putney Park-avenue.
- (3.) Tramway No. 3 (double line), commencing at the termination of Tramway No. 2, and terminating in Upper Richmond-road at a point about $6\frac{1}{2}$ chains measured in an easterly direction from Putney Park-avenue.
- (4.) Tramway No. 4 (single line), commencing at the termination of Tramway No. 3, and terminating in Upper Richmond-road at a point about $2\frac{3}{4}$ chains measured in a westerly direction from Dyer's-lane.
- (5.) Tramway No. 5 (double line), commencing at the termination of Tramway No. 4, and terminating in Upper Richmond-road at a point about $\frac{1}{2}$ chain measured in an easterly direction from Dyer's-lane.
- (6.) Tramway No. 6 (single line), commencing at the termination of Tramway No. 5, and terminating in Upper Richmond-road at a point about 12 chains measured in an easterly direction from Marlboro'-road.
- (7.) Tramway No. 7 (double line), commencing at the termination of Tramway No. 6, and terminating in Upper Richmond-road at a point about 15 chains measured in an easterly direction from Marlboro'-road.
- (8.) Tramway No. 8 (single line), commencing at the termination of Tramway No. 7, and terminating in Upper Richmond-road at a point about $2\frac{1}{4}$ chains measured in a westerly direction from Charwood-road.
- (9.) Tramway No. 9 (double line), com-

mencing at the termination of Tramway No. 8, and terminating in Upper Richmond-road at a point about $\frac{3}{4}$ of a chain measured in an easterly direction from Charwood-road.

- (10.) Tramway No. 10 (single line), commencing at the termination of Tramway No. 9, and terminating in Upper Richmond-road at a point about 3 chains measured in an easterly direction from Burston-road.
- (11.) Tramway No. 11 (double line), commencing at the termination of Tramway No. 10, and terminating in Upper Richmond-road at a point about $\frac{1}{4}$ of a chain measured in a south-easterly direction from High-street, Putney.
- (12.) Tramway No. 12 (double line), commencing at the termination of Tramway No. 11, and terminating in Upper Richmond-road at a point about 2 chains measured in an easterly direction from Putney Hill.
- (13.) Tramway No. 13 (single line), commencing at the termination of Tramway No. 12, and terminating in Upper Richmond-road at a point about $\frac{1}{4}$ of a chain measured in a westerly direction from Oxford-road.
- (14.) Tramway No. 14 (double line), commencing at the termination of Tramway No. 13, and terminating in Upper Richmond-road at a point about $2\frac{3}{4}$ chains measured in an easterly direction from Oxford-road.
- (15.) Tramway No. 15 (single line), commencing at the termination of Tramway No. 14, and terminating in Upper Richmond-road at a point about $4\frac{1}{2}$ chains measured in a north-westerly direction from Manfred-road.
- (16.) Tramway No. 16 (double line), commencing at the termination of Tramway No. 15, and terminating in Upper Richmond-road at a point about $1\frac{1}{2}$ chain measured in a north-westerly direction from Manfred-road.
- (17.) Tramway No. 17 (single line), commencing at the termination of Tramway No. 16, and terminating in West Hill, Wandsworth, at a point about 6 chains measured in a westerly direction from Lebanon Gardens.
- (18.) Tramway No. 18 (double line), commencing at the termination of Tramway No. 17, and terminating in West Hill, Wandsworth, at a point about 3 chains measured in a westerly direction from Lebanon Gardens.
- (19.) Tramway No. 19 (single line), commencing at the termination of Tramway No. 18, and terminating in High-street, Wandsworth, at a point about $1\frac{1}{2}$ chains measured in a westerly direction from Love-lane.
- (20.) Tramway No. 20 (double line), commencing at the termination of Tramway No. 19, and terminating in High-street, Wandsworth, at a point about $1\frac{1}{2}$ chains measured in an easterly direction from Love-lane.
- (21.) Tramway No. 21 (single line), commencing at the termination of Tramway No. 20, and terminating in High-street, Wandsworth, at a point about $\frac{3}{4}$ of a chain measured in an easterly direction from Red Lion-street.
- (22.) Tramway No. 22 (double line), commencing at the termination of Tramway

- No. 21, and terminating in High-street, Wandsworth, at a point about $3\frac{3}{4}$ chains measured in an easterly direction from Red Lion-street.
- (23.) Tramway No. 23 (single line), commencing at the termination of Tramway No. 22, and terminating in East Hill, Wandsworth, at a point about $1\frac{1}{2}$ chains measured in an easterly direction from Tonsley Hill.
- (24.) Tramway No. 24 (double line) commencing at the termination of Tramway No. 23, and terminating in East Hill, Wandsworth, at a point about $4\frac{1}{2}$ chains measured in an easterly direction from Tonsley Hill.
- (25.) Tramway No. 25 (single line), commencing at the termination of Tramway No. 24, and terminating in East Hill by a junction with Tramway No. 11, authorised by the South London Tramways (Extensions) Act, 1880 (herein referred to as "the Act of 1880"), at the point of commencement of that tramway.
- (26.) Tramway No. 26 (double line), commencing by a junction with the intended Tramway No. 12 at its commencement, and terminating in High-street, Putney, at a point about $2\frac{3}{4}$ chains measured in a southerly direction from Disraeli-road.
- (27.) Tramway No. 27 (single line), commencing at the termination of Tramway No. 26, and terminating in High-street, Putney, at a point $3\frac{1}{4}$ chains measured in a south-westerly direction from Gardner's-lane.
- (28.) Tramway No. 28 (double line) commencing at the termination of Tramway No. 27, and terminating in High-street, Putney, at a point about $\frac{1}{4}$ of a chain measured in a south-westerly direction from Gardner's-lane.
- (29.) Tramway No. 29 (single line), commencing at the termination of Tramway No. 28, and terminating in High-street, Putney, about $5\frac{3}{4}$ chains measured in a northerly direction from Wandsworth-lane.
- (30.) Tramway No. 30 (double line), commencing by a junction with the intended Tramway No. 11 at a point in Upper Richmond-road about 4 chains measured in an easterly direction from Burston-road and terminating in High-street, Putney, by a junction with the intended Tramway No. 26 at a point about $3\frac{1}{2}$ chains measured in a southerly direction from Disraeli-road.
- (31.) Tramway No. 31 (single line), commencing by a junction with Tramway No. 23 at a point about $\frac{3}{4}$ of a chain measured in a westerly direction from St. Ann's Hill, and terminating in North-street, Wandsworth, by a junction with Tramway No. 19, authorised by the Act of 1880, at a point about $1\frac{1}{2}$ chains measured in a northerly direction from the junction of North-street with High-street, Wandsworth.
- (32.) Tramway No. 32 (single line), commencing in Wandsworth-road by a junction with Tramway No. 5, authorised by the Act of 1880, at about $1\frac{1}{2}$ chains measured in a north-easterly direction from Westbury-street, and terminating in Wandsworth-road at a point about 1 chain measured in a south-westerly direction from Albion-road.
- (33.) Tramway No. 33 (double line), commencing at the termination of Tramway No. 32, and terminating in Wandsworth-road at a point about 2 chains measured in a north-easterly direction from Albion-road.
- (34.) Tramway No. 34 (single line) commencing at the termination of Tramway No. 33, and terminating in Wandsworth-road at a point about $1\frac{1}{2}$ chains measured in a south-westerly direction from New-road.
- (35.) Tramway No. 35 (double line), commencing at the termination of Tramway No. 34, and terminating in Wandsworth-road at a point about $1\frac{1}{2}$ chains measured in a north-easterly direction from New-road.
- (36.) Tramway No. 36 (single line), commencing at the termination of Tramway No. 35, and terminating in Wandsworth-road at a point about 3 chains measured in a southerly direction, from Cavendish-grove.
- (37.) Tramway No. 37 (double line), commencing at the termination of Tramway No. 36, and terminating in Wandsworth-road at or near its junction with Cavendish-grove.
- (38.) Tramway No. 38 (single line), commencing at the termination of Tramway No. 37, and terminating in the Wandsworth-road at a point about $2\frac{1}{2}$ chains measured in a southerly direction from Luscombe-street.
- (39.) Tramway No. 39 (double line), commencing at the termination of Tramway No. 38, and terminating in the Wandsworth-road at a point about $\frac{1}{2}$ a chain measured in a northerly direction from Luscombe-street.
- (40.) Tramway No. 40 (single line), commencing at the termination of Tramway No. 39, and passing thence along and terminating in Wandsworth-road at a point about 1 chain measured in a southerly direction from Miles-street.
- (41.) Tramway No. 41 (double line), commencing at the termination of Tramway No. 40, and terminating in Wandsworth-road at a point about $3\frac{1}{4}$ chains measured in a northerly direction from Nine Elms-lane.
- (42.) Tramway No. 42 (single line), commencing at the termination of Tramway No. 41, and terminating in Wandsworth-road at a point about $5\frac{3}{4}$ chains measured in a north-easterly direction from Clark's-place.
- (43.) Tramway No. 43 (double line), commencing at the termination of Tramway No. 42, and terminating in the open space known as Vauxhall Cross, at a point about 1 chain measured in a south-westerly direction from the lamp standard on the northernmost refuge there.
- (44.) Tramway No. 44 (single line), commencing at the termination of Tramway No. 43, and terminating at a point in Vauxhall Cross about $4\frac{1}{2}$ yards measured in a south-easterly direction from the lamp standard aforesaid.
- (45.) Tramway No. 45 (single line), commencing at the termination of Tramway No. 44, and terminating in High-street, Lambeth, at a point about $1\frac{1}{2}$ chains measured in a southerly direction from Vauxhall-walk.
- (46.) Tramway No. 46 (double line), commencing at the termination of Tramway No. 45, and terminating in Albert Embankment at a point about $\frac{3}{4}$ of a chain measured in a north-easterly direction from Ferry-street.
- (47.) Tramway No. 47 (single line), com-

- mencing at the termination of Tramway No. 46, and terminating in Albert Embankment at a point about $1\frac{1}{4}$ chains measured in a northerly direction from Church-street.
- (48.) Tramway No. 48 (double line), commencing at the termination of Tramway No. 47, and terminating in Stangate, at a point about $1\frac{1}{4}$ chains south of the junction of Westminster Bridge-road with Stangate.
- (49.) Tramway No. 49 (single line), commencing at the termination of Tramway No. 48, and terminating in Stangate at a point about $\frac{1}{2}$ of a chain south of the last-mentioned junction.
- (50.) Tramway No. 50 (single line), commencing by a junction with Tramway No. 47, at a point about 1 chain measured in a north-easterly direction from Ferry-street, and terminating in Church-street at a point about 1 chain measured in an easterly direction from Norfolk-row.
- (51.) Tramway No. 51 (double line), commencing at the termination of Tramway No. 50, and terminating in Lambeth-road at a point about $2\frac{1}{4}$ chains measured in an easterly direction from Joiner-street.
- (52.) Tramway No. 52 (single line), commencing at the termination of Tramway No. 51, and terminating in Lambeth-road at a point about 6 chains measured in a north-easterly direction from Joiner-street.
- (53.) Tramway No. 53 (double line), commencing at the termination of Tramway No. 52, and passing thence along Lambeth-road, across St. George's-circus, and along Borough-road, and terminating in Southwark Bridge-road, at a point about $1\frac{1}{2}$ chains measured in a south-westerly direction from Collinson-street.
- (54.) Tramway No. 54 (single line), commencing at the termination of Tramway No. 53, and terminating in Southwark Bridge-road at a point about $2\frac{3}{4}$ chains measured in a north-easterly direction from Collinson-street.
- (55.) Tramway No. 55 (double line), commencing at the termination of Tramway No. 54, and terminating in Southwark Bridge-road at a point about $1\frac{1}{2}$ chains measured in a northerly direction from Sumner-street.
- (56.) Tramway No. 56 (single line), commencing at the termination of Tramway No. 55, and terminating in Southwark Bridge-road at a point $2\frac{1}{2}$ chains measured in a northerly direction from Sumner-street.
- (57.) Tramway No. 57 (double line), commencing in Southwark Bridge-road, the one line by a junction with the westernmost line of the intended Tramway No. 55, at a point about $1\frac{1}{4}$ chains north of Keppel-street, and the other line by a junction with the easternmost line of the intended Tramway No. 55, at a point about $\frac{3}{4}$ of a chain north of Keppel-street, and terminating in Southwark-street at a point about 2 chains measured in an easterly direction from Red Cross-street.
- (58.) Tramway No. 58 (single line), commencing at the termination of Tramway No. 57, and terminating in Southwark-street at a point about $9\frac{1}{2}$ chains measured in an easterly direction from Red Cross-street.
- (59.) Tramway No. 59 (single line), commencing by a junction with the intended Tramway No. 47 at a point in Albert Embankment about 1 chain measured in a

- northerly direction from Church-street, and terminating in Church-street by a junction with the intended Tramway No. 50 at a point about $1\frac{1}{2}$ chains east of the junction of Church-street with Albert Embankment.
- (60.) Tramway No. 60 (single line), commencing in Battersea Park-road by a junction with the tramway existing therein, at a point about $\frac{1}{2}$ chain south-west of the junction of Queen's-road and Victoria-road with Battersea Park-road, and terminating in Victoria-road by a junction with Tramway No. 1, authorised by the Act of 1880, at a point about $\frac{1}{2}$ chain north of the said junction of Queen's-road and Victoria-road with Battersea Park-road.
- (61.) Tramway No. 61 (single line), commencing in Queen's-road by a junction with Tramway No. 2, authorised by the Act of 1880, at a point about $\frac{3}{4}$ chain south of the junction of Queen's-road and Victoria-road with Battersea Park-road, and terminating in Battersea Park-road by a junction with the tramway existing therein, at a point about $\frac{1}{2}$ chain north-east of the junction of Queen's-road and Victoria-road with Battersea Park-road.
- (62.) Tramway No. 62 (single line), commencing in St. John's Hill, by a junction with Tramway No. 11d, authorised by the Act of 1880, at a point about $\frac{3}{4}$ chain south-west of the junction of St. John's-road with St. John's Hill, and terminating in Falcon-lane by a junction with Tramway No. 12, authorised by the same Act, at a point about $1\frac{1}{4}$ chains north of the junction of St. John's-road with St. John's Hill.
- (63.) Tramway No. 63 (single line), commencing in Queen's-road, Battersea, by a junction with Tramway No. 2 authorised by the Act of 1880, at a point about $3\frac{3}{4}$ chains south of the junction of South-street with Queen's-road, and terminating at the fence bounding the east side of Queen's-road at a point about $4\frac{1}{2}$ chains south of the junction of South-street with Queen's-road.

The tramways and works hereinbefore described will be situate in or pass through or into the parishes, townships, or places following, or some or one of them, viz., St. Mary, Battersea; Clapham, Putney (including Roehampton), Wandsworth, Lambeth, Christchurch, St. Saviour (including the Liberty of the Clink), and St. George the Martyr, Southwark, all in the county of Surrey.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet $8\frac{1}{2}$ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To empower the Company to deviate laterally and vertically to such an extent as may be shown on the plans and sections to be deposited as hereinafter mentioned, or as may be defined by the Bill.

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 Upper Richmond-road.

On the north side of the road between points respectively 2 chains and $3\frac{1}{4}$ chains east of Roehampton-lane; between a point $11\frac{1}{4}$ chains east of Marlboro'-road, and termination of Tram-

way No. 6; between a point $\frac{1}{4}$ of a chain west of Burston-road, and a point about $3\frac{1}{2}$ chains east of Burston-road, and between a point $5\frac{1}{2}$ chains west of Manfred-road and termination of Tramway No. 15.

On the south side of the road between a point $\frac{1}{2}$ a chain west of Dyer's-lane and a point $3\frac{1}{2}$ chains east of Dyer's-lane; between commencement of Tramway No. 8 and a point $\frac{1}{4}$ of a chain east of Lower Parkfields; between points $2\frac{1}{4}$ and $4\frac{1}{4}$ chains east of Lower Parkfields; between points 5 chains and $3\frac{1}{2}$ chains west of Charlwood-road; for the entire length of Tramway No. 9; between the commencement of Tramway No. 10 and a point $1\frac{3}{4}$ chains east of Charlwood-road; between points $4\frac{1}{4}$ chains and $\frac{1}{4}$ of a chain west of Burston-road; between the commencement of Tramway No. 17 and a point $\frac{3}{4}$ of a chain west of Manfred-road, and between points 10 chains and $6\frac{1}{4}$ chains west of the junction of Lebanon-gardens with West Hill.

On both sides of the road for the entire length of Tramway No. 7, and the entire length of Tramway No. 16.

West Hill, Wandsworth.

On the north side of the road between points $3\frac{1}{2}$ and $7\frac{1}{2}$ chains east of Lebanon-gardens.

On the south side of the road between a point $4\frac{1}{2}$ chains west of Lebanon-gardens and a point 2 chains west of Lebanon-gardens.

High-street, Wandsworth.

On the north side of the road between points respectively $1\frac{1}{4}$ and $\frac{1}{4}$ of a chain west of Field's-alley.

On the south side of the road, between the commencement of Tramway No. 20 and $2\frac{1}{2}$ chains east of Love-lane; between the commencement of Tramway No. 23 and 6 chains west of St. Ann's Hill, and between points respectively $4\frac{3}{4}$ chains and 1 chain west of St. Ann's Hill.

On both sides of the road, for the entire length of Tramway No. 22.

East Hill, Wandsworth.

On the north side of the road, between a point $\frac{1}{2}$ chain east of Tonsley Hill and the termination of Tramway No. 23, and between points respectively $\frac{1}{4}$ of a chain west and $\frac{3}{4}$ of a chain east of Geraldine-road.

On the south side of the road, between a point at or near St. Ann's Hill, and a point $4\frac{1}{2}$ chains east of St. Ann's Hill.

On both sides of the road, between the commencement of Tramway No. 24 and $\frac{1}{4}$ of a chain west of Geraldine-road.

High-street, Putney.

On the east side of the road, between the commencement of Tramway No. 29 and $1\frac{1}{2}$ chains north of Gardner's-lane.

On the west side of the road, between a point $4\frac{1}{4}$ chains south of Gardner's-lane and the termination of Tramway No. 27.

On both sides of the road, for the entire length of Tramway No. 28.

Wandsworth-road.

On the north-west side of the road, between a point $2\frac{1}{2}$ chains south-west of New-road and the termination of Tramway No. 34.

On the south-east side of the road between the commencement of Tramway No. 33 and $1\frac{1}{2}$ chains north-east of King William-street, and between the commencement of Tramway No. 36 and $2\frac{1}{2}$ chains north-east of New-road.

On the east side of the road between the commencement of Tramway No. 37 and $1\frac{1}{2}$ chains north of Cavendish-grove, and between the commencement of Tramway No. 39 and 2 chains north of Luscombe-street.

On both sides of the road for the entire length

of Tramway No. 35, and the entire length of Tramway No. 61.

Church-street.

On the north side of the road between points respectively $\frac{3}{4}$ of a chain east of the junction of Church-street with Albert Embankment, and $\frac{3}{4}$ of a chain west of Norfolk-row.

To extend the time for the construction of so much of Tramways Nos. 15, 15a, authorised by "The South London Tramways Act, 1879," as are situate in York-road, in the parish of St. Mary, Battersea, between Falcon-lane and Plough-lane, and to make such provision with reference to the completion of those tramways or otherwise as Parliament may authorise, and the Bill provide.

To enable the Company to purchase and acquire by compulsion or agreement certain lands and houses situate in and on the south side of York-road, in the parish of St. Mary, Battersea, between Plough-lane and Falcon-lane.

To enable the Company on the one hand, and any of the following bodies on the other hand, viz., the Metropolitan Board of Works and any vestry, district board, trustees, or any body corporate, or persons having respectively the duty of directing the repairs, or the control or the management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the 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 existing or authorised roads or streets, or street improvement, upon or along which the same, or any part thereof, are, or are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over and along the same or any part thereof, and to confirm and give effect to any such agreements as may have been made or may be made before the passing of the Bill into an Act.

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 ad-

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 provide for the maintenance 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 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, and materials.

To make provision for regulating the passage of traffic along or across any streets, roads, and other thoroughfares through or along which the said intended tramways will be laid, or any part or parts thereof, and along, over, or across such tramways, and for preventing obstructions to all or any of such traffic, and to authorise the making and enforcing, whether by the Company or the authority or authorities having the control of any such streets, roads, and thoroughfares, of bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and the attaching and recovering of penalties for the breach or non-observance of any such bye-laws, rules, and regulations, or any of the provisions of the Bill.

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 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 or may incorporate with itself, with or without alterations, or alter, amend, extend, enlarge, or repeal, so far as may be neces-

sary 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 Companies Clauses Consolidation Acts, 1845, 1863, and 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, and the Local and Personal Acts, 42 and 43 Vic., cap. 197, and 43 and 44 Vic., cap. 16, relating to the Company.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, and a book of reference to such plans, and plans of the lands and houses proposed to be taken compulsorily, with books of reference to those plans containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers of those lands and houses and a copy of this notice, as published in the London Gazette, will, on or before the 30th of November instant, be deposited for public inspection with the Clerk of the Peace for Surrey, at his office at Newington-causeway, in that county; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, townships, extra-parochial and other places from, in, through, or into which the proposed tramways and works will be made or pass, or within which the lands and houses proposed to be taken are situate, 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 parishes of St. Mary, Battersea, Clapham, Putney (including Roehampton), and Wandsworth, with the Clerk of the Wandsworth District Board of Works, at his office at Battersea Rise; as regards the parish of Lambeth, with the vestry clerk of that parish, at his office at the Vestry Hall, Kennington-green; as regards the parishes of Christchurch and St. Saviour (including the Liberty of the Clink), with the Clerk of the St. Saviour's District Board of Works, at his office, No. 3, Emerson-street, Bankside; as regards the parish of St. George the Martyr, Southwark, with the vestry clerk of that parish, at his office at the Vestry Hall, 81, Borough-road.

And notice is hereby further given, that on or before the 21st 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 16th day of November, 1880.

J. Rand Bailey, Founders' Hall, 13, St. Swithin's-lane, London, Solicitor for the Bill.

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

Board of Trade.—Session 1881.

The Gas and Water Works Facilities Act, 1870.

Henley-on-Thames Water.

(Application to the Board of Trade for powers to Construct Waterworks and to Supply Water to and within the several parishes of Henley-on-Thames and Rotherfield Greys, both in the county of Oxford, and of Remenham, in the county of Berks.)

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 Henley-on-Thames Water Company (Limited) (which said Company is in this notice hereinafter called "the Company") for a Provisional Order pursuant to "The Gas and Water Works Facilities Act, 1870," for authority to construct and maintain waterworks and works connected therewith, and to supply water to and within the town and

parish of Henley-on-Thames and the adjacent portions of the parish of Rotherfield Greys, all in the county of Oxford, and to the adjacent portion of the parish of Remenham, in the county of Berks.

The intended Order will confer upon the Company power to make and maintain the following works with all necessary approaches, fences, excavations, embankments, tanks, sluices, culverts, pipes, tunnels, channels, adits, levels, dams, weirs, outfalls, valves, wells, pumps, drains, filters, filter beds, and other conveniences and appliances connected therewith respectively, that is to say:—

- (1). A well and pumping station with pumping engines, engine and boiler houses, and other works, buildings, and conveniences, to be situated at and upon a field now in the occupation of Benjamin Allum, known as the Dean field, and situated on the north side of an occupation road leading from and out of Greys-lane, such field being in the town and parish of Henley-on-Thames aforesaid.
- (2). A service reservoir to be situated on Badgemore-hill at the north-east corner of a field in the occupation of James Henry Kitchen, and adjacent to the road leading from Henley-on-Thames aforesaid to Rotherfield Greys, in the county of Oxford.
- (3). A conduit or line of pipes, No. 1, commencing at the well and pumping station firstly before described, thence passing along, under, and through the said field called the Dean field, thence along and under the public footway into and along Paradise-road, and terminating at a point near Deanfield House, on the western side thereof at the bottom of Badgemore-hill, at its junction with Gravel-hill, in the said parish of Henley-on-Thames and county of Oxford.
- (4). A conduit or line of pipes, No. 2, commencing at the service reservoir, secondly before described, thence passing on to and along and under the road (leading from Henley-on-Thames to Rotherfield Greys) and known as Badgemore-hill, Gravel-hill, Market-place, and Hart-street, all in the parish of Henley-on-Thames, and county of Oxford, thence crossing Henley-bridge, on to and along the road leading from Henley-on-Thames to Remenham, in the county of Berks, and terminating at a point on the said last mentioned road, at or near the entrance to Wilminster-cottage.
- (5). A conduit or line of pipes, No. 3, commencing at a point opposite the Wheatsheaf inn, on the Reading-road, thence passing along and under the said Reading-road, Duke-street, Market-place, Bell-street, Northfield-end, Fair-mile, and terminating at the point on the last-named road, where it is crossed by the boundary of the Local Board District, all situate in the said parish of Henley-on-Thames, and county of Oxford.
- (6). A conduit or line of pipes, No. 4, commencing at a point on line No. 3, at the junction of New-street with Bell-street aforesaid, thence passing along and under New-street, Waterside, and Friday-street respectively; and terminating at a point on line No. 3 at the junction of Friday-street with Duke-street aforesaid, and the said Reading-road, all situate in the said parish of Henley-on-Thames, and county of Oxford.
7. A conduit or line of pipes, No. 5, commencing at a point on line No. 3, at the junction of Duke-street aforesaid with Greys-lane, thence passing along and under Greys-lane, Church-street, Greys-hill, South Hill-gardens, and terminating at the point where

the road through South Hill-gardens joins Greys-lane, all which said pumping-station, reservoir, conduits or lines of pipes and other works will be situated in the several parishes of Henley-on-Thames and Rotherfield Greys, both in the county of Oxford, and Remenham in the said county of Berks.

The Company will, by the said Provisional Order, seek power 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, or otherwise interfere with, temporarily or permanently, public and private roads, highways, footpaths, towing paths, streets, pavements, squares, alleys, bridges, public and private passages and places, railways, sewers, drains, and watercourses, telegraph wires and other apparatus in the aforesaid town, parishes, and places.

The intended Order will also authorize the Company to effect the following objects, some or one of them, namely:—

To purchase and acquire by agreement, and hold lands, houses, waters, and other hereditaments and property, and also to take grants of or acquire easements over lands, houses, springs, streams, waters, and other hereditaments, for the purposes of their undertaking.

To supply water for domestic, public, trading, and other purposes, within the town, parishes, and places aforesaid, and to demand, collect, and recover rates, rents, and charges for such supply; to confer, vary, or extinguish exemptions from the payment thereof; to vary or extinguish all rights and privileges which would interfere with the objects of the Order; and to confer other rights and privileges; and to confer upon the Company all necessary usual and proper powers for the purposes of their undertaking and of the intended Order.

The Order will authorize the Company to sell absolutely or to lease for a term of years or in perpetuity, or let the whole or any part of the works and undertaking, and the water connected therewith to be authorized by the Order.

The Order will incorporate with itself all or some of the provisions of "The Water Works (Clauses) Acts, 1847 and 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to the temporary use and occupation of lands, and such other matters as may be deemed expedient.

The Order will also confer upon the Company the other powers mentioned or referred to in "The Gas and Water Works Facilities Act, 1870," and all other powers usually conferred upon Water Companies.

And notice is hereby given, that on or before the 30th day of November, 1880, a plan and section of the proposed works, and a copy of this advertisement, will be deposited for public inspection with the Clerk of the Peace for the county of Oxford, at his office at Oxford, in the said county; with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in the said last-named county, and also at the Board of Trade, Whitehall, London.

The draft of the proposed Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December next, and printed copies thereof, when deposited, and of the Order, when made, may be obtained on application at the office of Mr. Edward Walmisley, of No. 25, Abingdon-street, Westminster, at the price of one shilling for each copy.

Any 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, at the office aforesaid, on or before the 15th day of January next ensuing, and a copy of such representation or objection must at the same time be also sent to the Company or to the Parliamentary Agent acting on their behalf as under-mentioned, and in forwarding to the Board of Trade any such representation or objection the objectors or their agents must state that a copy of the same has been forwarded to the Company or their Agent.

Dated this 18th day of November, 1880.

Edward Walmsley, 25, Abingdon-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1881.

Caledonian Railway Guaranteed Annuities.
(Dissolution of Lesmahagow Railways Guaranteed Company, Dundee and Newtyle Railway Company, Dundee and Perth and Aberdeen Railway Junction Company, and Forth and Clyde Navigation Guaranteed Company; Substitution of Annuities Stock in Caledonian Railway Company for Shares or Stock in those Companies; Ranking of such Annuities Stock; Liens in Security thereof over certain Railways, Canals, and Works; Provisions for enforcing such Liens; Tolls, Rates, and Charges; Agreements in Relation to Bill; Termination of Lease of Dundee and Newtyle Railway, and vesting of that Undertaking in Caledonian 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 (hereinafter called "the Bill") to effect the following objects or some of them, that is to say:—

To dissolve immediately, or at such time and subject to such conditions and reservations as shall be specified in the Bill, or as may be thought expedient, the following Companies, viz.:—The Lesmahagow Railways Guaranteed Company, the Dundee and Newtyle Railway Company, the Dundee and Perth and Aberdeen Railway Junction Company, and the Forth and Clyde Navigation Guaranteed Company (which Companies are hereinafter referred to as "the four Companies"), or some of them, and to make all necessary provisions for the winding up of the affairs of such Companies, and for the distribution of their funds, separately or jointly, by trustees or otherwise.

To extinguish the right of the four companies or some of them, to payment of the annuities, dividends, rents, or other periodical payments which the Caledonian Railway Company (hereinafter called "the Caledonian Company") are now required to pay to them respectively.

To constitute the proprietors of shares or stock in the four companies respectively, or in some of them, proprietors of annuities stock in the Caledonian Company, and to require the Caledonian Company to create annuities stock in their undertaking, under such name or designation as shall be fixed by the Bill, and to issue such stock to the proprietors of shares or stock in the four companies respectively, or in some of them, and to pay to such proprietors such annuities as shall be specified in the Bill, or as may be agreed upon, in lieu of the annuities, dividends, rents, or other periodical payments now payable to the four companies respectively, or to some of them.

To determine the amount of and proportions in which the annuities stock, so to be created

by the Caledonian Company, shall be allocated to, and divided among, the proprietors of shares or stock in the four companies respectively, or in some of them, in lieu of the shares or stock held by them in the four companies, or in some of them.

To determine the ranking of the proprietor of the annuities stock of the Caledonian Company, so to be created and allocated, for payment of corresponding annuities upon the net revenues and profits of the Caledonian Company, and to confer in respect of such annuities such priority of ranking as shall be specified in the Bill, in preference to some of the guaranteed and preference or other shares or stocks of the Caledonian Company, and other dividends, rents, annuities, charges, debts, and liabilities of the Caledonian Company; and, if thought fit, to declare the holders of the annuities stock, to be created as aforesaid, creditors of the Caledonian Company for the amount of their annuities, and not shareholders or partners in the Caledonian Company.

To confer upon the proprietors of the annuities stock, so to be created and allocated, in security of the payment of their annuities, separate liens or a joint lien over the whole or some of the several railways, branch railways, canals, works, and undertakings, over which the four companies severally, or any of them, have liens in security for the annuities, dividends, rents, or other periodical payments, payable to them respectively, or to any of them, by the Caledonian Company, including the whole revenues of such railways, branch railways, canals, works, and undertakings, postponed (if thought fit) to such sums (if any) as now form a prior charge on such railways, branch railways, canals, works, and undertakings, respectively; and to provide the means of rendering such liens or lien effectual by the appointment of a judicial factor or judicial factors, or otherwise, with powers of entry and all other necessary powers, and to restrain the Caledonian Company from defeating such liens or lien by imposing additional tolls, rates, or charges, or by unduly altering or varying tolls, rates, or charges, on the said railways, branch railways, canals, works, and undertakings, or any of them, or in any other manner whatsoever; and to require the Caledonian Company to keep separate accounts of the revenues and expenses of such railways, branch railways, canals, works, and undertakings, at such times, and in such circumstances, as may be necessary for the due enforcement of such liens or lien, or as may be prescribed by the Bill.

To authorise and require the Caledonian Company to keep registers of holders of stock, stockholders' address books, registers of transfers, and other books and registers relating to the annuities stock to be created and allocated as aforesaid, and to pay to the proprietors of such annuities stock the proportionate amounts due to them respectively of the annuities to be made payable in respect of such stock.

To enable the four companies, or any of them, and the Caledonian Company, to enter into agreements with each other in respect to all or any of the matters hereinbefore specified, and to the costs of promoting the Bill, and to confirm any agreements in relation thereto which may be or may have been entered into between or among those parties, or any of them; and, in so far as may be necessary for the purposes of the Bill, to give power to the judicial factor or factors who may be appointed under the powers of the Bill, and to the Caledonian Company, to levy tolls, rates, and charges, to alter existing

tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges, on the railways, branch railways, canals, works, and undertakings over which the liens or lien hereinbefore mentioned are or is to be granted or secured, and on any other railways and works forming the undertakings of any of the four companies.

To confer all such rights and privileges as may be necessary for the full and effectual carrying out of the objects aforesaid, or incidental thereto, and to vary or extinguish all such rights and privileges as may in any way interfere with the said objects.

To terminate the lease of the undertaking of the Dundee and Newtyle Railway Company granted by that Company in the year 1846 to the Dundee and Perth Railway Company, now called the Dundee and Perth and Aberdeen Railway Junction Company, and to transfer that undertaking to, and vest the same absolutely in the Caledonian Company, and to authorise the Caledonian Company to accept of such transfer and vesting; and to extinguish all rights, claims, and liabilities arising out of, or in relation to such lease.

To amend or repeal all or some of the powers and provisions of the following local Acts—that is to say, 10 Vict., chapters 22 and 24; 14 and 15 Vict., chapter 99; 17 and 18 Vict., chapter 156; 23 Vict., chapter 97; 35 and 36 Vict., chapter 114; and any other Acts relating to the Lesmahagow Branches Railways, or to the Lesmahagow Railways Guaranteed Company; 7 Geo. IV., chapter 101; 11 Geo. IV., chapter 60; 6 and 7 Will. IV., chapter 102; 9 and 10 Vict., chapter 228; 10 and 11 Vict., chapter 106; 18 Vict., chapter 56; 22 and 23 Vict., chapter 18; 25 Vict., chapter 35; 26 and 27 Vict., chapter 223; 27 and 28 Vict., chapter 214; 28 and 29 Vict., chapter 287; and any other Acts relating to the Dundee and Newtyle Railway, or to the Dundee and Newtyle Railway Company; 8 and 9 Vict., chapter 157; 9 and 10 Vict., chapter 228; 10 and 11 Vict., chapters 89 and 106; 11 and 12 Vict., chapters 52 and 154; 13 and 14 Vict., chapter 39; 18 Vict., chapter 56; 22 and 23 Vict., chapter 18; 25 Vict., chapter 35; 26 and 27 Vict., chapter 223; 27 and 28 Vict., chapter 214; 28 and 29 Vict., chapter 287; 33 and 34 Vict., chapter 44; 35 and 36 Vict., chapter 114; and any other Acts relating to the Dundee and Perth and Aberdeen Railway Junction Company, or their undertaking; 10 Geo. III., chapter 105; 30 Geo. III., chapter 73; 53 Geo. III., chapter 75; 54 Geo. III., chapter 195; 57 Geo. III., chapter 56; 10 Geo. IV., chapter 58; 6 and 7 Will. IV., chapter 51; 4 and 5 Vict., chapters 54 and 55; 5 Vict., Sess. 2, chapter 41; 6 and 7 Vict., chapter 63; 7 and 8 Vict., chapter 98; 8 Vict., chapter 3; 8 and 9 Vict., chapter 148; 9 Vict., chapter 11; 9 and 10 Vict., chapters 38, 147, 238, and 384; 11 and 12 Vict., chapters 41 and 53; 12 and 13 Vict., chapter 39; 13 and 14 Vict., chapter 27; 15 Vict., chapters 45 and 109; 18 and 19 Vict., chapters 118 and 190; 21 and 22 Vict., chapter 149; 22 and 23 Vict., chapter 32; 27 and 28 Vict., chapter 286; 28 and 29 Vict., chapters 247, 308, and 328; 29 and 30 Vict., chapters 173, 219, 256, 273, 285, and 341; 30 and 31 Vict., chapter 106; 39 and 40 Vict., chapter 48; 43 and 44 Vict., chapter 188; and any other Acts relating to the undertaking defined in Section 4 of the Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867, and to the Forth and Clyde Navigation Guaranteed Company; 8 and

9 Vict., chapter 162; 38 and 39 Vict., chapter 147; 39 and 40 Vict., chapter 64; and the several other Acts relating to the Caledonian Company and to the undertakings belonging to, or held in lease, or worked by the Caledonian Company.

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

Dated this 17th day of November, 1880.

Andersons and Pattison, Solicitors, Glasgow.

Grahames, Wardlaw, and Currey, 30, Great George-street, Westminster.

In Parliament.—Session 1881.

Rhondda and Swansea Bay Railway.

(Incorporation of Company; Railways between Briton Ferry and Rhondda; Discontinuance of part of South Wales Mineral Railway; Transfer of South Wales Mineral Railway; Agreements with Great Western, Taff Vale, and South Wales Mineral Railway Companies; Facilities required from those Companies; Running Powers over South Wales Mineral Railway; Laying Additional Rails thereon.)

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

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

Railway No. 1.—Commencing by a junction with the South Wales Mineral Railway, in the parish of Briton Ferry, at or near the bridge carrying that railway over the South Wales line of the Great Western Railway Company, and terminating by a junction with the said South Wales Mineral Railway, at or near a point on that railway in the parish of Llantwit-juxta-Neath, 22 chains, or thereabouts, measuring along the said railway in a north-easterly direction from the railway distance post denoting three miles from Briton Ferry along that railway.

The said intended railway will be situate wholly or in part in the following parishes, townships, and places, namely, Briton Ferry, Llantwit-juxta-Neath, Neath, Baglan, Neath Township, and Baglan Higher, or some or one of them.

Railway No. 2.—Commencing by a junction with the South Wales Mineral Railway, at or near a point on that railway, in the parish of Glyncoerrwg, 12½ chains or thereabouts, measuring along the same railway westward from the railway distance post, denoting nine miles from Briton Ferry along that railway, and terminating in the parish of Ystradyfodwg by a junction with a line of railway siding belonging, or reputed to belong, to Thomas Joseph, which siding is connected with the Rhondda Fawr Branch of the Taff Vale Railway.

The intended point of termination is on a piece of ground belonging, or reputed to belong, to the Earl of Dunraven, in the said parish of Ystradyfodwg, numbered 105 on the 25-inch published ordnance map, and is situate opposite to, and 30 yards, or thereabouts, northward from, the eastern end of the Dunraven Colliery coal screens.

The said intended railway (No. 2) will be

situate wholly or in part in the parishes of Glyncoerrwg, Llangynwyd, otherwise Llangonoyd and Ystradyfodwg, or some or one of them.

Railway No. 3.—Commencing in the parish of Baglan at a point adjoining a now disused tramway constructed on an embankment leading from the outer basin of the Briton Ferry Dock to the Swan Colliery, close to the place where such embankment joins the embankment of the said outer basin, and distant $8\frac{1}{2}$ chains, or thereabouts, from the nearest point of the top of the south-eastern slope of the said outer basin, and terminating in a piece of rough ground, the property of the Earl of Jersey, and in the occupation of William Jervais (forming part of the rough ground and woodland numbered 172 on the 25-inch published ordnance map of the said parish of Briton Ferry), adjoining the South Wales Mineral Railway on the north side thereof, and being situate eastward of the bridge carrying the occupation road to Ynismeardy over the said railway near the one mile distance post from Briton Ferry, on the said railway, at a point about 100 yards north of that railway, about 300 yards north-eastward from the before-mentioned bridge, and about 300 yards north-westward from the bridge carrying the rope incline of the said South Wales Mineral Railway over the road near to the Esgyrn Colliery.

The said intended railway (No. 3), will be situate wholly or in part in the parishes of Baglan and Briton Ferry, and the borough and parish of Aberavon, or some or one of them.

2. To authorize the stopping up and discontinuance of so much of the South Wales Mineral Railway, including the rope incline on that railway, as will be situate between the commencement and termination of the said intended railway (No. 1) hereinbefore described.

3. To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, sewers, pipes, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway both laterally and vertically; to purchase lands, houses, and other property compulsory for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof; to alter existing tolls, rates, and charges, and to exercise other rights and privileges.

4. To provide for the transfer to and vesting in the Company of the undertaking, railway, lands, rights, property, and powers of the South Wales Mineral Railway Company, or some part or parts thereof, on such terms and conditions as may be agreed upon between that Company and the Company.

5. To enable the Company, on the one hand, and the Great Western, South Wales Mineral, and Taff Vale Railway Companies, or some or one of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from, or destined for, the respective undertakings of the contracting Companies and the division,

and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

6. To enable the Company and all Companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration or defined by the Bill, the whole of the South Wales Mineral Railway, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, and to authorize the conveyance of passengers on the South Wales Mineral Railway.

7. To authorize the South Wales Mineral Railway Company, and the Company, or either of them, to lay down additional lines of rails on the South Wales Mineral Railway, or any part or parts thereof, and to execute and do all such works, improvements, matters, and things as may be necessary or expedient to facilitate the exercise of such running powers as aforesaid, and adapt the said railway for the conveyance of passengers, and to enter into and carry into effect agreements with respect thereto, and if need be, to require the said South Wales Mineral Railway Company to lay down the said additional rails upon such terms and conditions as may be provided for in or by the Bill.

8. To require the South Wales Mineral, Great Western, and Taff Vale Railway Companies to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement as shall be settled by arbitration, or as may be defined by the Bill, and, if need be to alter the tolls, rates, and charges which the said Companies may respectively receive and take upon the said respective undertakings.

9. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge the powers and provisions of the following, among other Acts—namely, 6 Will. IV., cap. 82, and any other Act relating to the Taff Vale Railway Company; 16 and 17 Vic., cap. 197, and any other Act relating to the South Wales Mineral Railway Company; "The Llynvi and Ogmore Railways (Amalgamation) Act, 1866," and any other Act relating to the Llynvi and Ogmore Railway Company; and the 5 and 6 Will. IV., cap. 107, and any other Act relating to the Great Western Railway Company.

10. Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ord-

nance map, with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Bridgend, 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.

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

Dated this 18th day of November, 1880.

Stricks and Bellingham, Swansea, Solicitors for the Bill.

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

In Parliament.—Session 1881.

Lancashire County Justices.

(Power to Justices to construct Bridges over the Rivers Lune and Croal, with approaches Provisions as to liability for expense of building, rebuilding, maintenance and repair of Bridges and Roads; Abandonment and discontinuance of the existing Farnworth Bridge; Power to Local Board of Little Lever to borrow Money for purposes of constructing and maintaining Approaches, &c., to Bridge over River Croal; Powers of deviation; Power to stop up, alter, &c., Roads, &c.; Sale of surplus Lands; Power to Borrow; Power to contract for maintenance and repair of structures and roadways over Bridges; Power to enter into contracts for supply of Water to Whittingham Lunatic Asylum; As to appointment of Assistant Chief Constable; Fees for service of Summonses and execution of Warrants may be applied in aid of Police Superannuation Fund; Deficiency in such Fund may be defrayed out of General Police Rate; Variation and extinguishment of Rights, &c.; Consolidation of Loans; Creation and issue of Stock; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the Justices of the Peace of the County Palatine of Lancaster (hereinafter referred to as "the Justices") for an Act for all or some of the following purposes (that is to say):

1. To authorise the Justices to construct the following bridges and approaches thereto, in the county of Lancaster, that is to say:

2. A bridge (No. 1) over the river Lune, on the site and in lieu of the existing bridge called Caton Lune Bridge, commencing in the township of Halton, in the parish of Halton, at or near the western end or abutment of the said existing bridge and terminating in the township of Caton, in the parish of Lancaster, at or near the eastern end or abutment of such last-mentioned bridge.

3. An approach road to the said Bridge (No. 1), wholly in the said township of Halton and parish of Halton, commencing on the ancient highway from Halton to Hornby, at a point 704 yards or thereabouts measured in a northerly direction along the centre of the existing road from the centre of the said existing bridge, and terminating at a point at or near the commencement

of the westernmost end or abutment of the said bridge.

4. An approach road to the said Bridge (No. 1), wholly in the said township of Caton and parish of Lancaster, commencing at a point at or near the eastern end or abutment of the said existing road, and terminating at or near a point on the public road leading from Lancaster to Caton, where the Escow Beck passes under the said road.

5. A Bridge (No. 2) in lieu of the existing Farnworth Bridge over the river Croal, with all proper piers, abutments, and other conveniences connected therewith, commencing in the township of Great Lever, in the parish of Middleton, at a point on the western bank of the river Croal, 44 yards or thereabouts measured in a northerly direction from the western end or abutment of the existing Farnworth Bridge, and terminating on the eastern bank of the river Croal at a point 60 yards or thereabouts measured in a northerly direction from the eastern end or abutment of the said last-mentioned bridge, in the township of Little Lever, in the parish of Bolton-le-Moors.

6. An approach road to the said Bridge (No. 2), wholly in the said township of Great Lever and parish of Middleton, commencing at a point distant from the centre of the existing bridge known as Farnworth Bridge, carrying the highway between Bolton and Bury over the river Croal, 110 yards or thereabouts measured in a westerly direction along the centre of the said highway in the direction of Bolton-le-Moors, and terminating at the commencement of the westernmost end or abutment of the said proposed Bridge (No. 2).

7. An approach road to the said Bridge (No. 2), wholly in the township of Little Lever and parish of Bolton-le-Moors, commencing at or near a point on the westernmost wall of the bridge or arch carrying the Manchester, Bolton, and Bury Canal over the public road leading from Farnworth Bridge to Bury, and terminating at the eastern end or abutment of the said Bridge (No. 2).

8. To provide for the rebuilding, repair, and maintenance of the Caton Lune Bridge by the Justices, and to charge the expenses of such rebuilding, repair, and maintenance upon a special rate, and to authorise the Justices to levy, impose, and take a special rate for such purposes, or any of them within the Hundred of Lonsdale, in the county of Lancaster.

9. To provide that the inhabitants of the said Hundred of Lonsdale shall be exempt from any liability to pay any rate, tax, or sum of money in respect of the maintenance and repair of the approach roads on either side of the said Bridge (No. 1), and to provide that the expense of maintaining and repairing such portions of roads shall be borne by the township, highway district, urban sanitary district, or other highway area within which such respective portion of road is situate.

10. To authorise the Justices to apply the rates which may now or hereafter be levied within the Hundred of Salford for the repair of Hundred bridges within the said Hundred, towards the expense of building the said Bridge (No. 2), and constructing the approaches thereto, and of the repair and maintenance thereof.

11. To provide that the inhabitants of the Hundred of Salford shall be exempt from any future liability in respect of the maintenance and repair of the existing Farnworth Bridge, and the approach roads extending for a distance of 100 yards on either side of such bridge, and to provide that the expense of such maintenance and repair shall be borne by the townships, highway district, urban sanitary district, or other

highway area within which such bridge or roads are situate.

12. To abandon and discontinue the use of the existing bridge over the river Croal, known as Farnworth Bridge, and to sell or dispose of the materials thereof, and to provide for the application of the proceeds of sale or disposal thereof.

13. To authorise the Local Board of Health for the district of Little Lever, in the county of Lancaster, for the purpose of contributing towards the expense of constructing and maintaining the eastern approach to the said Bridge (No. 2), and for the purpose of making and maintaining in connection with the said Bridge (No. 2), and the approaches thereto, improvements in streets and roads within their district, to borrow in addition to the sums which they are now authorised to borrow, on mortgage of the general district fund and general district rates, leviable by the said Local Board under the Public Health Acts, such sums as they may from time to time think requisite for the purposes aforesaid, and to make provision for the repayment of the sums so borrowed.

14. To take powers of lateral and vertical deviation from the line and levels of the proposed works as shown upon the plan and section hereinafter referred to, and to purchase by compulsion or agreement lands, houses, and buildings, necessary for the purposes of the intended Act.

15. To stop up, alter, or divert, either temporarily or permanently, all roads, footways, and paths in the parishes, townships, and places aforesaid, or either of them, as may be necessary for the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with any lands or buildings to be taken or used as aforesaid, and to confer other rights and privileges.

16. To provide for the sale by the Justices of all surplus land or lands which may become vested in them under the intended Act, and which may not be required for the purposes thereof.

17. To authorise the Justices to borrow and to re-borrow on the security of the rates which now or may hereafter be levied under the intended Act, or otherwise, within the Hundreds of Lonsdale and Salford respectively, such sum or sums of money as may be necessary for the purposes of the intended Act or any of them.

18. To authorise the Justices on the one hand, and Municipal Corporations, Local Boards, or other highway authorities on the other hand, to enter into contracts and agreements, either in perpetuity, or for terms of years, for the maintenance and repair of all structures or roadways over the Hundred and county bridges, and of the approaches thereto respectively.

19. To authorise the Justices acting as the Committee of Visitors of the County Lunatic Asylum at Whittingham, in the county of Lancaster, to enter into and carry into effect contracts or arrangements with any Corporation, Local Board of Health, Urban or Rural Sanitary Authority, for the supply of water in bulk or otherwise to the Whittingham Lunatic Asylum, and from time to time to vary, suspend, or rescind any such contracts or agreements, and to make others in lieu thereof, or in addition thereto, and to confer all necessary powers in that behalf upon all such Corporations, Local Boards of Health, Urban or Rural Sanitary Authorities, and to authorise all parties to any such contracts or agreements to apply for the purposes thereof any funds, moneys, or rates which they have raised or may raise under any Act of Parliament or otherwise.

20. To provide that the Chief Constable of the County may, subject to the approval of the

Justices, appoint and dismiss an Assistant Chief Constable.

21. To authorise the Justices to apply all fees received for the service of summonses and the execution of warrants by constables belonging to the county constabulary force or otherwise, in aid of the county police superannuation fund.

22. To provide that any deficiency in the income of the superannuation fund to meet the annual payment of the superannuation or retiring allowances and gratuities charged thereupon in any year shall be defrayed out of the general police rate of the county.

23. To vary and extinguish all rights and privileges which would interfere with the objects of the intended Act, or with any such contracts or arrangements as aforesaid, and to confer other rights and privileges.

24. To authorise and provide for the consolidation and conversion into one stock of the various loans, mortgages and other securities raised or granted, or hereafter to be raised or granted by the Justices under their present statutory powers, or under the powers of any Act now or hereafter in force within the county or within any Hundred thereof, and to authorise the creation and issue for that purpose of consolidated or other stock, perpetual or otherwise, upon and subject to such terms and conditions as may be prescribed or provided for by the intended Act, and to make provision with reference to the repayment of the said existing loans, mortgages, or other securities, and the sinking funds applicable thereto, and if thought fit, to extend the periods for such repayment, and to make other provision as to or in lieu of sinking funds, or to convert all or any part of such loans, mortgages, or other securities into a permanent debt.

25. To authorise the Justices to raise by the creation and issue of such consolidated or other stock as aforesaid, the whole or any part of the moneys which they now are or may hereafter, by any Act to be passed in the ensuing or any future session of Parliament, be authorised to raise.

26. To charge the said stock upon all or any of the estates and property belonging to or held in trust for the public purposes of the county, and upon all or any of the rates, revenues, and other securities upon which the Justices are or may be authorised to raise money.

27. To authorise the investment of trust funds in the consolidated or other stock, or other securities of the Justices, and to exempt the Justices from liability in respect of notice of any trust affecting such stock or securities.

28. To empower any person holding any stock, annuity, or security of the Justices, and being a person enabled by "The Lands Clauses Consolidation Act, 1845," section 7, to sell land, to consent to the conversion of such stock, annuity, or security, into consolidated stock of the Justices.

29. To declare any perpetual annuities or other securities granted or to be granted by the Justices under any statutory powers to be personal estate.

30. To make provision with respect to contributions to and exemptions from the General County Rate in the case of boroughs having separate Courts of Quarter Sessions.

31. To alter, amend, extend, vary, or repeal some or any of the provisions of the Acts public 22 Henry VIII, cap. 5; 22 Charles II, cap. 12; 1 Anne, cap. 18; 12 Geo. II, cap. 29; 38 Geo. III, cap. 58; 54 Geo. 3, cap. 90; 55 Geo. III, cap. 143; 5 and 6 Wm. IV, cap. 76; 2 and 3 Vict., cap. 93; 3 and 4 Vict., cap. 88; 4 and 5 Vict., cap. 49; the Lunatic Asylums Act, 1853; the Lunatic Asylums Act, 1855; and the Lunacy Acts Amendment Act 1862; and the following local Acts, that is to

say:—The Lancashire County Justices Act, 1879, and the Lancashire County Justices Act, 1880, the Highways Acts, 1835 to 1879, the Public Health Act, 1875, the Annual Turnpike Acts, 1870 and 1875.

32. And notice is hereby also given, that on or before the 30th day of November, 1880, plans and sections in duplicate of the intended bridges and approach roads, and a book of reference to the said plans, together with a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the County Palatine of Lancaster, at his office at No. 34, Winckley-square, Preston, and that a copy of the said Gazette notice and of so much of the said plans, sections, and book of reference as relates to each of the parishes or places within which the said intended bridges, roads, and works are intended to be made, or any lands or houses intended to be taken, are situate, will also be deposited with the parish clerk of each such parish at his residence.

33. Printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1880.

Dated this 10th day of November, 1880.

Fred. C. Hulton, Clerk of the Peace of Lancashire, 34, Winckley-square, Preston.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1881.

Charnwood Forest Railway.

(Revival and Extension of Time for Purchase of Lands; Extension of Time for Completion of Railway; Deviation of Portion of Authorised Line; Purchase of Additional Lands; Power to Divide Shares and Borrowing Powers, and to Attach Preferential Dividend to Portion of Share Capital; Amendment of Acts.)

NOTICE is hereby given that the Charnwood Forest Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing session for leave to bring in a Bill to enable the Company to exercise the powers and effect the objects following or some of them, viz.:

To revive and extend the powers granted by the Charnwood Forest Railway Act, 1874, for the compulsory purchase of lands, and to extend the time limited by that Act, and by the Charnwood Forest Railway Act, 1878, for the completion of the railways and works authorised by the said Act of 1874, except as to such portions thereof as were directed to be abandoned by the Charnwood Forest Railway Acts, 1876 and 1878.

To extend the time limited by "The Charnwood Forest Railway Acts, 1876 and 1878," for the compulsory purchase of lands, and for the completion of the railways and works by those Acts respectively authorised.

To make and maintain the new or deviated railway next hereinafter described, with all necessary stations, approaches, sidings, works, and conveniences connected therewith, viz.:

A railway commencing in the township of Hugglescote and Donington in the parish of Ibstock by a junction with the Company's authorised line at a point in the field numbered 19 on the plans deposited with the Clerk of the Peace of the county of Leicester in the month of November, 1875, in respect of the Charnwood Forest Railway Act, 1876, and terminating in the township and parish of Whitwick by a junction with

the same authorised line at a point in the field numbered 60 on the plans deposited with the said Clerk of the Peace in the month of November, 1873, in respect of the Charnwood Forest Railway Act, 1874.

The said intended railway will pass from, in, through, or into, or be situated within the parishes, townships and places of Ibstock, Hugglescote-and-Donington, Swannington and Whitwick, all in the county of Leicester.

To cross, stop up, alter, or divert temporarily or permanently any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and watercourses within or adjoining to the aforesaid townships, parishes, and places, with which it may be necessary to interfere for the purposes of the said intended railway and works.

To purchase by compulsion or agreement lands, houses, and other property, and to acquire easements over lands and other property for the purposes of the intended railway and works, and also to purchase by compulsion or agreement, for sidings, wharfage, and other accommodation connected with the said intended railway, certain lands and other property situate partly in the township of Swannington, and partly in the township of Whitwick, in the said parish of Whitwick, and extending in a south-westerly direction from the junction in the last-mentioned parish of the public roads leading to or from Coalville Whitwick, and Swannington respectively, on each side of the boundary between the said townships to or near to the Midland Brick Works and the Snibstone Colliery; and the Bill will vary or extinguish any rights or privileges connected with such lands, houses, and property, or any of them.

To levy tolls, rates, and charges upon or in respect of the said intended railway and works, to alter or vary the tolls which the Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To apply to the purposes of the Bill the funds raised, and authorised to be raised by the Company under the powers of their said Acts of 1874 and 1876, and to divide the shares authorised by those Acts, or some portion thereof, into preferred and deferred shares, and to attach a preferential dividend to the preferred shares, or otherwise to attach a preferential dividend, or other rights or privileges to some portion of the share capital authorised by those Acts, and to enable the Company to borrow in sections, or by instalments, the amount authorised to be borrowed by them on mortgage by the said Act of 1874, and to define and regulate the share and loan capital of the Company.

To authorise and require the abandonment of so much of the Company's authorised line as was intended to be situated between the commencement and termination of the intended new or deviated railway before described, and for which the last-mentioned intended railway is to be substituted.

The Bill will vary or extinguish any rights or privileges which would interfere with any of the aforesaid objects, and confer, vary, or extinguish other rights and privileges.

The Bill will also incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Acts, 1863 and 1869; The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railway Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863; and it will alter,

amend, or repeal some of the provisions of the Charnwood Forest Railway Acts, 1874, 1876, and 1878.

And notice is hereby given that on or before the 30th day of this present month of November, plans and sections showing the line and levels of the said intended railway and works, and the lands and other property which may be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, an ordnance map, with the line of the intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Leicester, at his office at Leicester, and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish from, in, through, or into which the said intended railways and works will be made, or in which any lands intended to be taken are situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 16th day of November, 1880.

Newman, Stretton, and Hilliard, 75, Cornhill, London, Solicitors for the Bill.

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

Board of Trade—Session 1881.

Birmingham and Dudley Tramways.

(Construction of Tramways between Birmingham and Dudley; Compulsory User of Streets, &c.; Tolls; Use of Steam or Mechanical Power; Agreements with Street and other Authorities.)

A PPLICATION 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 the following tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences, that is to say:—

A Tramway (No. 1) in the borough of Birmingham in the county of Warwick, commencing in Congreve-street in that borough, opposite to the north-east corner of the Birmingham Town Hall, and proceeding thence in a northwardly direction along Congreve-street and along the street called Summer-row, and there terminating at a point in that street 1 chain and 50 links from the south-east corner of Lionel-street in the said borough measured in a south-eastwardly direction along Summer-row aforesaid.

Tramway No. 1 will be a single line, except at its commencement where for the distance of 2 chains and 25 links, measured from the point of its commencement, it will be a double line.

A Tramway (No. 2) in the said borough of Birmingham, commencing in Summer-row aforesaid, at the termination of Tramway No. 1, as before described, and thence proceeding in a north-westwardly direction on along Summer-row,

the Parade Sand Pits, Summer-hill-road, Spring-hill, and the Dudley-road, to and terminating in the said road at the place where the boundary of the said borough abuts on the hamlet of Smethwick, in the parish of Harborne, in the county of Stafford.

Tramway No. 2 will be a double line.

A Tramway (No. 3), commencing in the hamlet of Smethwick aforesaid, in the Dudley-road aforesaid, by a junction with the Tramway No. 2 at its termination before described, and thence proceeding in a westwardly and north-westwardly direction along Cape-hill, Bearwood-hill, Bearwood-road, High-street, and the Oldbury-road, in the said hamlet, and then along the Birmingham-road, Birmingham-street, the Market-place, the Dudley-road, and Brades-village, in the township of Oldbury, in the parish of Halesowen, in the county of Worcester, and then along the Brades, the Dudley-road, and Tividale and Tividale-road, in the parish of Rowley Regis, and along the Tividale-road, in the parish of Tipton, both parishes being in the county of Stafford, and then along the Birmingham-road, in the parish of Dudley, in the county of Worcester, to and terminating in that road, at a point opposite to the west side of the highway called the Tipton-road, within the said last named borough, which leads out of the said last named Birmingham-road, in a northwardly direction to Tipton.

Tramway No. 3 will be a single line, except at its commencement, for the distance of 1 chain, measured from the point of its commencement, and except for the distance of 2 chains and 50 links, commencing at a point in Smethwick, opposite to the west corner of the Smethwick Public Offices, and thence extending for that distance in a westwardly direction along the said tramway, and except for the further distance of 2 chains and 50 links commencing at a point in the said Oldbury-road, opposite to the east side of Spon-lane at its commencement in the said road, and thence extending for that distance in a westwardly direction along the said tramway, and except for the further distance of 2 chains and 50 links, commencing in Oldbury at a point in the Birmingham-road opposite to the east side of Green-street, and extending for that distance in a westwardly direction along the said tramway, and except for a further distance of 2 chains and 50 links, commencing at a point in the Dudley-road, opposite to the Blue Ball Inn, in the parish of Rowley Regis, and extending thence for that distance along the said tramway in a westwardly direction, and except for the further distance of 2 chains and 50 links, commencing at a point in Tividale-road, in the parish of Rowley Regis, at a point 250 feet west of Upper Chapel-street, and measured from that point in a westwardly direction, along the said tramway, and except for the further distance of 2 chains and 50 links, commencing at a point in the Tividale-road, in the parish of Tipton, 3 chains and 3 links distant, in a westwardly direction from the cottage in that parish by the side of the said road occupied by Thomas Jukes, and extending from that point in a westwardly direction along the said tramway. And at which several excepted places and for the several distances hereinbefore mentioned, the said Tramway No. 3 will be constructed as a double line.

A Tramway (No. 4), in the borough and parish of Dudley aforesaid, commencing by a junction with Tramway No. 3 at its termination before described, and thence proceeding along the Birmingham-road and Castle-street in the said borough, into the Market-place of Dudley, and terminating in such Market-place at a point 40 links to the west of a line drawn along the north

side of the Weighing-machine House, to the public pump, both in such Market-place.

Tramway No. 4 will be a double line, except for the distance between the junction of the Birmingham-road with Castle-street and a point in Castle-street, 8 chains and 50 links distant therefrom, measuring along Castle-street in a westwardly direction. In this portion of Castle-street the Tramway No. 4 will be constructed as a single line.

A Tramway (No 5), in the said last-named borough and parish, commencing by a junction with the Tramways Nos. 3 and 4 at the point where they severally join as hereinbefore described, and from thence proceeding in a northwardly direction along the Tipton-road to a point in the same road, 1 chain and 75 links distant from a point in that road opposite to the centre of the entrance to the station of the South Staffordshire Railway belonging to the London and North Western Railway Company.

Tramway (No. 5) will be a double line.

A Tramway (No. 6), commencing in the borough of Birmingham aforesaid by a junction with the Tramway No. 2, as hereinbefore described, at a point in the Dudley road opposite the place where Heath-street joins that road, and proceeding from thence in a north-westerly direction along Heath-street aforesaid to the boundary of the said borough, and from thence proceeding along Cranford-street, Soho-street, Rabone-lane, Rolfe-street, New-street, and Union-street to High-street, all in the said hamlet of Smethwick, and in High-street forming a junction with the same Tramway No. 3, at the point where Union-street joins High-street aforesaid.

A Tramway (No. 7), commencing in the hamlet of Smethwick aforesaid by a junction with the Tramway No. 3, as hereinbefore described, at a point in the Oldbury-road, situate where Spon-lane joins that road, and from thence proceeding in a northwardly direction along that lane to the boundary of the said hamlet, and from thence proceeding along the same lane in the parish of West Bromwich, in the county of Stafford, to and terminating at the end of the said lane in the High-street of West Bromwich.

Tramway (No. 7) will be a single line, except at a point 1 chain and 50 links, measured in a northwardly direction from the north side of Neal-street, and continuing from thence northwardly for a distance of 3 chains along Spon-lane, and except at a point 1 chain and 75 links, measured from the termination of the said tramway as hereinbefore described, at both which places the said Tramway No. 7 will be constructed as a double line.

Which said intended tramways and works will pass, or be made from, through or into, or be situate in the several parishes and places following, or some of them (that is to say)—the parish of Birmingham, in the county of Warwick, the hamlet of Smethwick, in the parish of Harborne, and the parishes of West Bromwich, Rowley Regis, and Tipton, all in the county of Stafford, and the township of Oldbury, in the parish of Halesowen, and the parish of Dudley, in the county of Worcester.

The said tramways will be constructed on the gauge of 4 feet 11 inches from outside to outside of rails. It is not intended to run on the tramways carriages or trucks adapted for use upon railways.

It is proposed to lay such portions of the intended tramways as are hereinafter specified, 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 roads

or streets hereinafter mentioned, and the nearest rail of the tramways.

Tramway No. 1.—In Congreve-street, on the south-west side between a point situate 60 feet and another point situate 160 feet, both distances measured in a north-westwardly direction from the south-west corner of Great Charles-street, in Birmingham.

Tramway No. 2.—In Sand Pits on the north side, between a point situate opposite the east end of Summer Hill-terrace, and a point 200 feet distant from the first named point measured in a north-westwardly direction along the said tramway.

Also in the Dudley-road, on the south side, between a point situate opposite the west side of Fawdry-street, and another point 350 feet distant from the first named point, measured in a westwardly direction along the said tramway.

Also in the Dudley-road, on the north side, between a point situate 470 feet, measured in a westwardly direction from the west side of College-street, and a point 800 feet distant from the first named point measured in a westwardly direction along the said tramway.

Tramway No. 3.—In Bearwood-hill, on the north-east side, between a point situate 290 feet and a point situate 40 feet, both distances measured in a south-eastwardly direction from the north-east corner of the Sow and Pigs Inn, along the said tramway.

Also in Birmingham-street, Oldbury, on the south side, between a point situate 80 feet, and another point situate 210 feet, both distances measured in a north-westwardly direction from the west corner of Church-square along the said tramway.

Also in the Oldbury-road, on the south side thereof, between a point situate opposite to Spon-lane and a point situate 170 feet distant measured along the said road in a westwardly direction.

Also in Birmingham-street, Oldbury, on the south side thereof, from a point opposite Green-street to another point 200 feet distant therefrom, measured in a north-westwardly direction along the said tramway.

Also in the Oldbury-road, on the south-west side thereof, from a point situate opposite to the Blue Ball Inn at the Brades, to another point measured in a westwardly direction from the first named point along the said tramway.

Also in the Dudley-road, Tividale, on the south-west side thereof, between a point situate 250 feet and another point situate 400 feet, both distances measured in a north-westwardly direction from the north-east side of Upper Chapel-street, along the said tramway.

Tramway No. 4.—In Castle-street, Dudley, on the west side thereof, between a point situate 20 feet and another point situate 300 feet, both distances measured in a south-westwardly direction from the south-west side of the Green Man public-house in that street.

Tramway No. 6 (Loop Line)—In Cranford-street, on the south-west side thereof, and Soho-street on the north-east side, Rabone-lane on the south-west side, Rolfe-street on the south-west side, New-street on the north-west side, Union-street on the south-west side, throughout the whole length of these several streets.

To authorise and empower the Promoters from time to time to enter upon, open and break up the surface, and to alter, divert, stop and otherwise interfere with streets, highways, turnpike and other roads, footpaths, passages and places, railways, tramways, rivers, canals, streams, water-courses, sewers, drains, bridges, pavements, 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, laying down, maintaining, repairing, removing, renewing, or altering the proposed tramways or works, or of substituting others in their place, or otherwise for the purposes of the said 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 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, or any other tramway system

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, houses and property, and to erect stables, offices, buildings and other conveniences on any such lands, and to sell, lease or dispose of lands, houses and property.

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, and to confer, vary and extinguish exemptions from the payment of such tolls, rates and charges.

To empower the Promoters to hold and acquire patent rights in regard to tramways and the motive power thereon.

To authorise 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 steam or mechanical power for the moving thereon of carriages as may be prescribed or authorised by such Order.

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.

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.

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, and to prohibit, except by agreement with the Promoters, and upon terms to be prescribed by the Provisional Order or otherwise, the use of the said tramways and works by persons or corporations other than the Promoters,

with carriages with flange wheels or other wheels especially 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.

To make provision for regulating the passage of traffic whether of the Promoters or not along streets, roads, and places in which the said 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 road 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 any of the provisions of the Provisional Order.

To enable the Promoters and the Corporations of Birmingham and Dudley, the West Bromwich Improvement Commissioners, the Local Boards of Smethwick, Oldbury, Rowley Regis, and Tipton, or any one or more of them, 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 sanction, affirm, and give effect to any contracts or agreements made, or to be made hereafter, for any of the purposes in this notice mentioned.

To confer on the Corporation of Birmingham, all necessary powers for the construction and maintenance of so much of the tramways as will be situated within the borough of Birmingham, or some parts thereof.

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 30th day of November, 1880, 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 Warwick, at his office at Leamington; with the Clerk of the Peace for the county of Worcester, at his office at Worcester; with the Clerk of the Peace for the county of Stafford, at his office at Stafford; with the Town Clerks of Birmingham and Dudley; with the Clerk to the West Bromwich Improvement Commissioners; and with the Clerks to the Local Boards of Smethwick, Oldbury, Rowley Regis, and Tipton, 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-paro-

chial place with the parish clerk of some parish immediately adjoining thereto at his residence.

The Draft of the Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December, 1880, 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 Mr. William Bell, Parliamentary Agent, No. 27, Great George-street, in the city of 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 15th of January, 1881, and copies of such representation 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 has been sent to the Promoters or their agent.

Dated this 19th day of November, 1880.

Henry M. Wainwright, Dudley,
William Shakespeare, Oldbury, } Solicitors.
William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1881.

Southern Railway.

(Additional Capital—Re-arrangement of Capital—Running Powers over Railway by Great Southern and Western Railway Company, and by Southern Railway Company, or Waterford and Limerick Railway Company, over portion of Great Southern and Western Railway—Use of Thurles Station—Through Booking and Traffic Arrangements—Sale or Lease of Undertaking—Reference of Differences with other Companies to Railway Commissioners—Amendment of Acts and other purposes).

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

To authorize the said Southern Railway Company (hereinafter called "The Company") to raise additional capital by the creation and issue of additional new shares or stock, either ordinary or preferential or debenture stock, of such amount and on such terms and conditions, and at such rate of interest, and with such preferences, priorities and privileges with respect to other Shares or Stock of the Company, and subject to such powers of redemption as may be considered expedient, or as may be defined by the Bill.

To authorise the Company to issue the said shares, stock, or debenture stock, to Creditors in satisfaction of their claims, and in payment of the debts of the Company, or to issue such shares or stock on such terms and conditions as the Company think fit, or, as may be prescribed by the Bill, in order to raise moneys for the discharge of the debts and liabilities of the Company, and for the general purposes of the Company.

To re-arrange, re-adjust, and define the position, rights, and incidents of the debentures, stocks and shares of the Company, and to vary or alter and re-apportion the revenues and profits of the undertaking.

To empower the Company, and the Waterford and Limerick Railway Company, or other Company, working the Company's Line, and all and any Companies and persons for the time being

lawfully using and working the same, or any part or parts thereof, to run over, into, work and use with their engines, and carriages, waggons and trucks, of every description, and with their clerks, officers, and servants, either by agreement, or otherwise, so much of the Railway of the Great Southern and Western Railway Company as is situated between the junction with the Company's Railway and the main line of the Great Southern and Western Railway Company and the Thurles Station of that Company, and to use that station and the sidings, signals, works and conveniences connected therewith upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or defined or provided by the Bill, or settled by Arbitration of the Railway Commissioners, and to confer upon the said Great Southern and Western Railway Company the like powers of running into and over, working and using the Railway, Stations, Works and Undertaking of the Company, upon such terms and conditions, and on payment of such Rates, Tolls, and Charges as may be agreed upon, or defined or provided by the Bill, or settled by arbitration of the Railway Commissioners.

To require the Waterford and Limerick Railway Company, the Great Southern and Western Railway Company, and the Company and the Companies or persons using or working the Railways of those Companies, respectively, to receive, book through, take over, forward, accommodate, and deliver on and from their respective Railways, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description, coming from, or destined for, the Railways of either of such Companies, and to make provision for mutual interchange of rolling stock between the said Companies, and the correspondence of trains, upon such terms and conditions, and at such rates and fares, as may be agreed upon, or prescribed in and by the intended Act, or as shall be settled by arbitration of the Railway Commissioners, and, if need be in respect thereof, to alter the tolls, rates, and charges which those Companies respectively are authorized to take and receive, and to levy tolls, rates, and charges, and to confer, vary, or extinguish exemptions from tolls, rates and charges.

To empower the Company to transfer, sell, lease, or amalgamate their railway and undertaking, and all lands and other property, real and personal, rights, powers and privileges, of or belonging to, or vested in the Company, to or with the Waterford and Limerick Railway Company and the Great Southern and Western Railway Company, or to either of them, and to empower the Waterford and Limerick Railway Company and the Great Southern and Western Railway Company, or either of them, so to acquire the said undertaking of the Company upon such terms and conditions and in such manner as may be prescribed in or sanctioned by the Bill, and to authorise the Company on the one hand, and the said Waterford and Limerick Railway Company, and the said Great Southern and Western Railway Company, or either of them, on the other hand to enter into agreements for that purpose.

To make provision for reference to the arbitration of the Railway Commissioners of all or any differences which may arise between the Company and the Waterford and Limerick Railway Company, or the Great Southern and Western Railway Company with respect to the undertaking of the Company, the working, use and management of, and the conduct and development of traffic upon the Company's Railway, and upon so much of the Railway of the Great Southern and Western Railway Company as is situate between the

junction with the Company's Railway, and the main line of the Great Southern and Western Railway Company, and the Thurles Station of that Company, and the route by which through traffic on the Railway of the Company, and on the Railways of the said Companies, or either of them should be forwarded.

To alter, amend, vary or repeal, all or any of the provisions of the several acts (local and personal) following, or some of them (that is to say), 28 and 29 Vic., cap. 353, 29 and 30 Vic., cap. 271, 34 and 35 Vic., cap. 206, 36 and 37 Vic., cap. 248, 37 and 38 Vic., cap. 196, 39 and 40 Vic., cap. 242, 41 and 42 Vic., cap. 123, and all or any other Acts relating to the Company.

To incorporate with itself and extend to the Company the necessary provisions of the Acts following, or some of them, namely: The Companies' Clauses Acts, 1845, 1863, and 1869, the Railways' Clauses Acts, 1845 and 1863, the Lands' Clauses Acts, 1845, 1860, and 1869, the Railways' Acts (Ireland), 1851, 1860, and 1864, the Railway Companies' Act, 1867, the Railways' Traverse Act, 1868, and the Regulation of Railways Act, 1873, and to confer, vary, or extinguish other rights, powers, and privileges.

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

Dated this 17th day of November, 1880.

Newman, Stretton, and Hilliard, 75 and 76, Cornhill, London, Solicitors.

Muggeridge and Badham, 13, Little Queen-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1881.

Ipswich Tramways.

(Incorporation of a Company; Transfer to Company of Undertaking, Powers, &c., of the Ipswich Tramways Order, 1879, and the Ipswich Tramways (Extensions) Order, 1880; Power to Company to lay down and work Additional Tramways; Extension of Time for construction of Tramways under the Ipswich Tramways Order 1879, and the Ipswich Tramways (Extensions) Order, 1880; Compulsory purchase of Land; Widening of Streets; Power to levy Tolls, and to alter existing Tolls; Agreements with Local and other Authorities; 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, (hereinafter called "the Bill") for all or some of the following purposes, that is to say:—

To incorporate a Company (hereinafter referred to as "the Company").

To authorise the acquisition by and transfer to the Company, and to vest in the Company, the undertaking, lands, works, estates, property (real and personal), and all powers, rights, privileges, and authorities of and exercisable by the Promoters of the Ipswich Tramways Order, 1879 (hereinafter referred to as the Order of 1879), thereunder.

To authorise the acquisition by and transfer to the Company, and to vest in the Company, the Ipswich Tramways (Extensions) Order, 1880 (hereinafter called the Order of 1880), and all powers, rights, privileges, and authorities of the promoters of the last-mentioned Order thereunder.

To authorise the Company to enter into and carry into effect agreements with the promoters of the Orders of 1879 and 1880 respectively, and to confirm and give effect to any agreements already made and entered into between the said

respective promoters and any person or persons for or on behalf of the Company.

To confer on the Company all the rights, powers, and privileges, and authorities conferred on and vested in the promoters of the Order of 1879 and the Order of 1880 respectively, with reference to the construction, maintenance, and working of the tramways thereby authorised, including as well tramways in course of construction, and tramways already constructed and opened for traffic, as the tramways authorised by the Order of 1879, or by the Order of 1880, but not yet constructed, to the same effect and under and subject to the same conditions and liabilities as if the Company had been named in the said Orders as promoters thereof respectively, and to authorise the Company to exercise all such rights, powers, privileges, and authorities under and subject to such conditions and liabilities.

To release and indemnify the promoters of the Order of 1879 and the Order of 1880 respectively, from and against all the conditions and liabilities of and under the said Orders respectively, and to substitute the Company in lieu of such promoters respectively.

To vest in the Company or their nominees all the estate, right, and interest of the said promoters respectively in and to all sums of money deposited with the Chancery Division of the High Court of Justice, with respect to the Order of 1879 and the Order of 1880 respectively, or such portion or portions thereof as shall at the time of the passing of the Bill remain so deposited, and to provide for the payment out of the said sums respectively, or such portion or portions thereof respectively, to the Company, on due fulfilment of the conditions of such respective deposits.

To extend the time granted by the Order of 1879 and the Order of 1880 for the construction of the tramways authorised by those Orders respectively, hereinafter referred to and called the authorised tramways.

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

Tramway No. 1, commencing in Mill-street, by a junction with Tramway No. 1 authorised by the Order of 1879, at a point $1\frac{1}{2}$ chains or thereabouts southwards from the central lamp column in the open space opposite to what is called or known as Barrack-corner, and proceeding thence partly along the north end of Mill-street, and across the said open space into and along St. Matthew's-street, and terminating at Hyde Park-corner by a junction with Tramway No. 6 authorised by the Order of 1880.

Tramway No. 1 will be a double line except for a distance of one-and-three-quarter chains or thereabouts from its commencement, where it will be a single line.

Tramway No. 2 (single line), commencing in St. Matthew's-street, by a junction with Tramway No. 1, at a point three-quarters 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, one-and-a-half chains or thereabouts westward of the said barrack entrance.

Tramway No. 3, commencing on Cornhill by a junction with the tramway there at a point opposite the centre of King-street, half a

chain or thereabouts north-eastward of the easternmost corner of the Town Hall, and proceeding thence partly along the north side of the open space in front of the Town Hall, into and along Westgate-street, and part of St Matthew's-street, and terminating in the last-mentioned street by a junction with Tramway No. 1 at a point thereon one chain or thereabouts west of Lady-lane.

Tramway No. 3 will be a double line except for a distance of two-and-a-half chains from its commencement.

Tramway No. 4 (single line), commencing in Princes-street, in the parish of St. Peter, by a junction with the tramway there half a chain or thereabouts south of Quadling-street, passing into and along Quadling-street, to and terminating in the yard of the promoters, situate in and on the north side of Quadling-street aforesaid.

The above tramways will pass from, through, or into, or be situate in the several parishes and places following—that is to say, Saint Matthew, Saint Mary-le-Tower, and Saint Peter, 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 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 St. Matthew's-street, on both sides thereof, from a point one chain east of the barrack entrance to Hyde Park Corner.

Tramway No. 3, in Westgate-street throughout on both sides.

Tramway No. 4, throughout on both sides.

To empower the Company in the construction of so much of Tramway No. 1, authorised by the Order of 1879, in the parish of St. Matthew, as is situate in Mill-street, between the junction of that street with Handford-road, and the north end of that street opposite the south side of St. Matthew's-street, to lay the same in the centre of instead of on the east side of the roadway of Mill-street aforesaid, and to empower the Company in the construction of so much of the said authorised Tramway No. 1, in the parishes of St. Helen and St. Margaret, as is situate in St. John's-road, between the junction of that road with Spring-road, and the junction thereof with Cauldwell Hall-road, to lay the same two feet nearer to the east side of St. John's-road than is authorised by the Order of 1879, and in Mill-street throughout on both sides, and in St. John's-road on the east side of that road, such tramways will be laid 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 those sides respectively and the nearest rail of the tramway.

To empower the Company to acquire by compulsion or agreement and to hold or to take easements over lands, houses, and buildings, for the purposes of the authorised and proposed tramways and works, to erect buildings, offices, or other conveniences thereon, and also for the purpose of widening certain streets and roads in borough of Ipswich, in the county of Suffolk, and for other purposes connected with their undertaking, to acquire by compulsion or agreement the lands, houses, and buildings hereinafter described or referred to (that is to say):—

Certain property situate in the parish of St. Margaret, and on the north side of Old Foundry-road, at the junction of that road with Northgate-street, such property ex-

tending eighteen yards or thereabouts along Old Foundry-road from the last mentioned junction, and thirteen yards or thereabouts along Northgate-street from such last mentioned junction.

Certain property situate in the parish of St. Margaret, and on the north side of Old Foundry-road, at the junction of that road with Major's Corner, such property extending thirteen yards or thereabouts along Old Foundry-road from the last mentioned junction, and ten yards or thereabouts along Major's Corner from the such last mentioned junction:

Certain land situate in the parish of St. Helen, at the north-west end of St. John's-road, at its junction with Spring-road, for a distance of fifty yards or thereabouts on the west side of St. John's-road, and sixty yards or thereabouts on the south side of Spring-road.

To authorise the Company to widen and improve —

Northgate-street, on the east side, at the north end thereof, for a distance of 13 yards from Old Foundry-road.

Old Foundry-road, on the north side, at the west end thereof, for a distance of 18 yards from the junction thereof with Northgate-street, and at the east end thereof for a distance of 13 yards from Major's Corner.

Major's Corner, on the north side thereof, for a distance of 10 yards from Old Foundry-road.

St. John's-road, on the west side thereof, for a distance of 50 yards from Spring-road.

Spring-road, on the south side thereof, for a distance of 60 yards from St. John's-road.

To authorise the purchase and acquisition by the Company of so much of any property as may be required for the purposes, or in exercise of the powers of the Bill; free from liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

Each tramway is intended to be constructed on a gauge of 3 feet 6 inches.

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

To authorise the use upon the tramways authorised by the Orders of 1879 and 1880, and to be authorised by the Bill, of cars or carriages extending beyond the outer edge of the wheels of such cars or carriages to an extent not exceeding 16 inches on each side thereof.

To authorise or to authorise and require 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 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 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 roads, highways, public and private roadways, footways, watercourses, bridges, sewers, drains, pavements, thoroughfares, waterpipes, gas pipes, and electric telegraph pipes and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or of substituting others in their place, or for other the purposes of the Bill.

To enable the Company when by reason of the

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

To 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, 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 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 and the mayor, aldermen, and burgesses of the borough of Ipswich, hereinafter called the Corporation, or 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, renewing, repairing, working, and using of the authorised or proposed tramways, and the rails, plates, sleepers, and works connected therewith; and with respect to the widening and improvement of the said Northgate-street, Old Foundry-road, Major's-corner, St. John's-road, and Spring-road, and the subscription by the Corporation of any sum not exceeding in the whole 1,500*l.* towards such widening and improvement, and of any roads or streets upon or along which the tramways or any part thereof are or are intended to be laid or constructed, and for facilitating the passage of carriages and traffic over and along the same or any part thereof.

To enable the Company to levy tolls, rates, and charges for the use of the authorised and of the proposed tramways, by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to alter existing tolls, rates, or charges, as fixed by the Order of 1879 or by the Order of 1880, and any exemptions therefrom.

To extend and apply to the tramways and works to be authorised by the Bill the powers and provisions, or some of the powers and provisions of the Order of 1879 and of the Order of 1880, with or without modification, and, as far as may be necessary for the purposes of the Bill, to amend, alter, extend, enlarge, or repeal the provisions or some of the provisions of those Orders.

To incorporate in the Bill and to confer upon the Company all or some of the powers and provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; and the 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 the Tramways Act, 1870.

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 Bill, and to confer other rights and privileges.

On or before the 30th day of November, 1880, duplicate plans and sections of the tramways and works proposed to be authorised by 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 Suffolk, at his office at Ipswich, in that county; and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said tramways and 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 an extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 15th day of November, 1880.

Talourdins and Hargreaves, 1, Victoria-street, Westminster.

In Parliament.—Session 1881.

Wimbledon Common Railway.

(Incorporation of Company; Construction of Railway between Barnes and Raynes Park in Surrey; Compulsory purchase of Lands; Powers to levy Tolls and Rates; Working and other Arrangements with the London and South Western Railway Company; Running Powers and Facilities over portions of the London and South Western Railway; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for 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 Mortlake by a junction with the Windsor Line of the London and South Western Railway between Barnes and Mortlake Stations, at a point 10 yards or thereabouts, measured in a westerly direction along the said Windsor Line, from the centre of White Hart-lane, where that lane crosses the said Windsor Line, and terminating in the parish of Merton, by a junction with the main line of the London and South Western Railway, at a point on the said main line 30 chains or thereabouts, measured in an easterly direction along the said main line from the centre of the Beverley Brook, where that brook passes under the said main line.

The intended railway will be made or pass from, in, through or into the parishes, townships, or places following, or some or one of them, that is to say:—Mortlake, Putney, Kingston-upon-Thames, Wimbledon, and Merton, 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 Richmond-park, in the Parish of Putney, 12 acres; of Wimbledon-com-

mon or Putney-heath, in the parish of Putney, 2 acres, and of Wimbledon-common or Putney-heath, in the parish of Wimbledon, 12 acres.

To authorise the Company to deviate laterally from the lines of the intended works to be shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

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.

To empower the Company to purchase so much only of any property as they may require for the purposes of the Bill without being subject to the liability imposed by sect. 92 of the Lands Clauses Consolidation Act, 1845.

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, electric telegraph posts and wires, railways, and tramways within the aforesaid parishes, townships, and places, or any of them, as 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.

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, stations, and works of the Railway Company 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.

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 London and South Western Railway Company as lies between the junctions therewith of the proposed railway and the Waterloo Station of that Company, and so much of the railways of that Company as lies between the commencement of the proposed railway and the Brentford Station of that Company, together with these stations and all other stations, roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, junctions, machinery, works and conveniences of or connected with the said portions of railways and stations, and to require and compel the London and South Western Railway Company to afford all requisite facilities for that purpose.

To enable the Company on the one hand, and the London and South Western Railway Company 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 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 under-

takings of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the rebates, drawbacks, or allowances to be made by either of the contracting Companies to the 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 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.

The Bill will authorise the London and South Western Railway Company to execute and maintain the proposed railway and works as part of their own undertaking, and to exercise the powers proposed to be granted to the Company and either independently, and instead of the Company or jointly with the Company in such proportions and upon such conditions, and with such restrictions as the Bill shall define or may be agreed upon between the Companies, and to maintain, use, and work the hereinbefore described railway if and when made by the Company, and to subscribe or contribute funds towards the construction and maintenance of the said intended railway and works, or some part or parts thereof, and to guarantee such interest, dividends, and annual and other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between the two Companies, and to take and hold shares in the capital of the Company, and to apply for the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to the London and South Western Railway Company, or under the control of their directors, and (if they should think fit) to raise additional capital by the creation of new shares, with or without preference or priority in the payment of dividends, and by mortgage, or by any of those means, and if the Bill shall so prescribe, to attach the additional capital to the undertaking of the Company.

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

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 Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, and the Railways Clauses Act, 1863, so far as may be requisite or desirable for any of the purposes of the Bill, and to amend, vary, extend, enlarge, alter, or repeal the provisions of the several local and personal Acts following, that is to say: 4 and 5 William IV, cap. 88, and all other Acts relating to the London and South Western Railway Company.

On or before the 30th day of November, 1880, duplicate 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 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 that county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish and

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 as follows (that is to say):—As regards the parish of Putney, with the Clerk to the Wandsworth District Board of Works, at his office, at Battersea Rise, Wandsworth. As regards each other parish, with the parish clerk thereof, at his residence, and in the case of each extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 18th day of November, 1880.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster.

In Parliament—Session 1881.

Bank of Scotland.

Alteration of "The Bank of Scotland Act, 1873"; Appointment of Auditors; 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 following objects, or some of them:

To authorise the Governor and Company of the Bank of Scotland (hereinafter called "the Company"), to issue at such times and in such manner, and subject to such conditions as the Company may determine, the balance remaining uncreated and unissued of the amount of the additional stock of the Company authorised under or by virtue of "The Bank of Scotland Act, 1873" (hereinafter called "the unissued Stock") freed from any restriction or restrictions imposed by the said Act in respect of the issue or calling up of the unissued stock.

To authorise the Company to provide for the appropriation and division of the unissued stock in such manner as the Company may determine, and for the payment of calls and dividends thereon, and for otherwise dealing with the unissued stock, or part thereof, as the Bill shall provide.

To provide for and regulate the registration and transfer or transmission of the existing stock and the unissued stock of the Company.

To provide for the appointment annually of an auditor or auditors to examine the accounts of the Company.

To amend or repeal, in whole or in part, so far as may be necessary for the objects of the Bill, the following Acts relating to the Company, or some of them—viz.: An Act of the Scottish Parliament passed in the fifth year of the reign of King William III., dated 17th July, 1695, entitled "Act for Erecting a Publick Bank;" and the following local and personal Acts—viz., 14 George III., cap. 32, entitled "An Act to enable the Governor and Company of the Bank of Scotland to increase the Capital Stock of the said Company;" 24 George III., session 2, cap. 12, entitled "An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;" 32 George III., cap. 25, entitled "An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;" 34 George III., cap. 19, entitled "An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;" 44 George III., cap. 23, entitled "An Act for further increasing the Capital Stock of the

Governor and Company of the Bank of Scotland;" and "The Bank of Scotland Act, 1873."

To alter and enlarge the powers conferred on the Company by the said Acts, or any of them; to vary or extinguish all rights or privileges of the proprietors of the existing stock of the Company and all other rights and privileges, which would interfere with or prevent the execution of the objects of the said Acts or the Bill; and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

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, 1880.

Dated this 18th day of November, 1880.

Jas. Auldjo Jamieson, W.S.,

66, Queen-street, Edinburgh;

W. A. Loch,

3, Westminster-chambers, Victoria-street, Westminster.

In Parliament—Session 1881.

Hylton, Southwick, and Monkwearmouth

Railway.

(Regulation and Increase of Capital; Confirmation of Expenditure and Proceedings of the Company and their Directors; Amendment of Acts).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Hylton, Southwick, and Monkwearmouth Railway Company for the following purposes, that is to say:—

To define, regulate, and increase the share capital of the Company, and to make provision as to forfeited shares and unpaid calls, and to empower the Company to raise further capital for the purposes of their undertaking, by the creation and issue of new shares, with or without a guaranteed or preference dividend or other rights or privileges attached thereto; and by the creation and issue of debenture stock, and by borrowing on mortgage, or by any of such means, and to provide for the allotment of all or some of such new shares to and amongst the shareholders of the Company, in such proportions as may be agreed upon, or as may be prescribed or authorised by the intended Act.

To sanction and confirm the proceedings of the Company with reference to the raising and expending of money in excess of the amount which they were by the Hylton, Southwick, and Monkwearmouth Railway Act, 1871, empowered to raise and expend for the purposes of the undertaking authorised by that Act, and if thought fit, to declare that the undertaking of the Company shall consist of the railway firstly described in and authorised by that Act; and to legalise and sanction, so far as may be considered necessary or expedient, any other proceedings of the Company or their directors.

And for the purposes aforesaid, it is intended to alter, amend, and extend, or to repeal all or some of the provisions of the Hylton, Southwick, and Monkwearmouth Railway Act, 1871, and of any other Act or Acts of Parliament relating to the Company.

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

Dated this 12th day of November, 1880.

Ranson and Nelson, 43, West Sunnyside, Sunderland, Solicitors for the Bill.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1881.

Nar Valley Drainage.

(Constitution and Incorporation of Board of Commissioners; Qualification, Election, &c., of Commissioners; Meetings; Committees; Appointment, &c., of Officers and Servants; Abolition of Commissioners under Wormegay Drainage Acts 46 and 55 George III; Transfer of their Property to the New Board; Repeal of Wormegay Drainage Acts; Exemption of River Nar, &c., from Jurisdiction of Commissioners of Sewers or other Bodies; Construction of Drainage and other Works; Purchase of Lands; Taking of Commons or Commonable Land; Special Provisions for Improving, Maintaining, &c., the Drainage of District; Alteration, &c., of existing Works; Entry upon Lands; Provisions for Protection of Works and Property of the Board; Power to Sell, Let, and Demise Lands, &c.; Purchase or Transfer to Board of Undertaking and Property of River Nar Navigation Commissioners; Discontinuance of Part of River Nar Navigation; Bye Laws; Taxation of Lands to be drained or benefited; Money Powers; Amendment of Acts.)

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

1. To constitute or provide for the constitution of Commissioners for the drainage or the improvement of the drainage of lands in the valley of the River Nar, and situate in the hamlet of Setch, otherwise Setchey, in the parish of North Runcton, and in the parishes of Wormegay, Middleton, East Winch, West Bilney, Pentney, Narborough, Marham, Shouldham, and Shouldham Thorpe, all in the county of Norfolk, and to empower such Commissioners to carry into effect the purposes, and to exercise the powers of the intended Act, and if thought expedient to incorporate the said Commissioners.

2. To prescribe, define, and regulate the qualifications, retirement, and rotation of the Commissioners from time to time, and the nomination, appointment, or election of such proportion or number of the Commissioners as shall be specified in that behalf by the Bill by the owners and occupiers of lands within the district, to be drained or to be liable to taxation under the powers of the Bill (which lands are hereinafter referred to collectively as "the District"), and by such other persons and by such bodies (if any) or in such other manner as may be prescribed on that behalf by the Bill, and to provide for the filling up of vacancies in the office of Commissioners occasioned by death, resignation, or otherwise than by retirement by rotation, and the appointment by the Commissioners of deputies.

3. To prescribe the qualifications of, and the scale and mode of voting by any person or persons or bodies, who may be authorized by the Bill to appoint or elect Commissioners.

4. To prescribe and regulate the time and places of holding meetings of the Commissioners, the appointment, duties, and powers of committees, the proceedings of the Commissioners and of such committees, the mode of summoning such committees, and the filling up of vacancies in the office of a Commissioner.

5. To provide for the appointment, removal, and nomination of officers and servants of the Commissioners, and if thought expedient to provide that auditors of the accounts of the Commissioners need not be qualified as provided by "The Commissioner's Clauses Consolidation Act,

1847," or make the declaration required by that Act.

6. To provide that upon the passing of the Bill, or at and from such period as may be prescribed in that behalf by the Bill, the Special Commissioners acting in execution of the Act of the 46th year of King George the Third, intituled "An Act for inclosing and draining lands in the Honor manor, and parish of Wormegay, in the county of Norfolk;" and of the Act of the 55th year of the reign of King George the Third, intituled "An Act for draining and improving certain fen lands, low grounds, and marshes, and other lands and grounds lying in the parishes of Wormegay, Shouldham, Marham, Middleton, Pentney, East Winch, and West Bilney, in the county of Norfolk," and of all or any Acts amending the same (hereinafter referred to as the Wormegay Acts), or of any or either of such Acts, shall cease to exist, either absolutely or except for such purposes as may be specified in that behalf in the Bill, and to transfer to and vest in the Commissioners, the lands, houses, and property belonging to the said Special Commissioners, either absolutely or upon such terms and conditions as may be specified in the Bill, and to repeal or amend the Wormegay Acts, or some or one of them, or the provisions or some of the provisions thereof respectively.

7. To exempt wholly or in part the River Nar and its tributaries, drains, or watercourses, and all lands within the district, which may be for the time being the property of or are under the jurisdiction or control of the Commissioners, from the jurisdiction of the Commission of Sewers for the county of Norfolk, and of all or any other Commissioners of Sewers, bodies, or persons exercising or claiming to exercise, or to have any powers or jurisdiction, for purposes of drainage, inclosure, or reclamation of land in or over the said lands, or any part thereof, or from the jurisdiction of some of such Commissioners, bodies, or persons.

8. To authorize the Commissioners to make and maintain the works hereinafter described, all in the county of Norfolk:—

(a) A cut (No. 1) wholly in the parish of South Lynn All Saints, otherwise All Saints, commencing in the River Nar at a point about 13 chains measured northward in a straight line from the bridge by which the Lynn and Sutton Railway is carried over the said river, and terminating in the same river at a point about 29 chains measured southward in a straight line from the bridge carrying the road from Lynn to Marshland and Saddlebow over the said river, together with a sluice across the said cut for shutting out tidal waters from the southern part of the said cut and from the River Nar, which sluice will be situate at a point about $9\frac{1}{2}$ chains measured northward in a straight line from the point of commencement as above described of the intended cut (No. 1).

(b) A cut or drain (No. 2) commencing in the parish of South Lynn All Saints, otherwise All Saints, in the right bank of the River Ouse at a point about $16\frac{1}{2}$ chains measured along the said right bank from the Marshland Free Bridge, and terminating in the same parish in the Puny Drain at a point about 1 chain north-westward from the point (near the junction of the Lynn and Sutton Railway with the Lynn and Ely Railway) at which the Lynn and Ely Railway is carried by a bridge over the said Puny Drain, together with a culvert for carrying the intended cut or drain (No. 2) under the intended cut

(No. 1) and the sluice across the same, and bridges for carrying the said intended cut or drain (No. 2) under the public roads (formerly turnpike roads) from King's Lynn to the Marshland Free Bridge and to Saddlebow respectively. The intended cut or drain (No. 2) will be made or pass from, in, through, or into the parishes of South Lynn All Saints, otherwise All Saints, and West Lynn.

(c) A cut or drain (No. 3) partly in the line of the Puny Drain, and of the new Puny Drain, and of the old Black Drain, and which intended cut or drain (No. 3) will commence by a junction with the intended cut or drain (No. 2) at its termination as above described, and will terminate in the parishes of East Winch and West Bilney, or one of those parishes in the drain along which the boundary between those parishes runs, and at or near the south-western corner of the field, numbered 111 on the tithe commutation map, of the said parish of East Winch, and for the purposes of or in connection with the intended cut or drain (No. 3) to widen and alter the bridge by which the Lynn and Ely Railway is carried over the Puny Drain, in the parish of South Lynn All Saints, otherwise All Saints aforesaid, and the bridge or culvert by which the main road from Lynn to Downham Market is carried over the said Puny Drain, in the hamlet of Setch, otherwise Setchey, in the parish of North Runcton, and to make and maintain a bridge or culvert in the parishes of Wormegay and Middleton or one of them, for carrying the public road from Wormegay to Middleton over the intended cut or drain (No. 3) or at a point about 16 chains northward from the point at which the last mentioned road is carried by a bridge over the River Nar.

The intended cut or drain (No. 3) will be made or pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say: South Lynn All Saints, otherwise All Saints, West Winch, Setch, otherwise Setchey, North Runcton, Middleton, Wormegay, East Winch, and West Bilney.

(d) A cut or drain (No. 4) partly in the lines of existing drains commencing in the hamlet of Setch, otherwise Setchey, in the parish of Runcton, by a junction with the intended cut or drain (No. 3), at or near the north-west corner of the field numbered 439 on the tithe commutation map of the said parish of North Runcton, and terminating in the parishes of Shouldham and Marham, or one of them, at or near the south-eastern corner of the field numbered 317 on the tithe commutation map of the said parish of Shouldham, together with a tunnel or culvert for carrying the intended cut or drain No. 4 under the road leading from Pentney, past Pentney Mill to Shouldham Warren, at or near the south-eastern corner of the field numbered 309 on the tithe commutation map of the said parish of Shouldham, and a syphon for carrying the intended cut or drain (No. 4) under the River Nar, at a point about 10 chains eastward from the junction with that river of the Little River, which intended cut or drain (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: Setch, otherwise Setchey, North Runcton, Wormegay, Shouldham, and Marham.

(e) A cut or drain (No. 5) partly in the lines of existing drains, commencing in the parish
No. 24906. I

of Shouldham by a junction with the intended cut or drain (No. 4) at its termination as above described, and terminating in the parish of Marham by a junction with the drain running between the fields numbered respectively 338 and 339 in the tithe commutation map of the parish of Marham, at or near the south-western corner of the field numbered 338 as aforesaid, together with a tunnel or culvert for carrying the intended cut or drain (No. 5) under the road from Pentney Mill to Marham, at or near the point at which it crosses the Sandy Drain in the parish of Marham.

(f) A cut or drain (No. 6) partly in the lines of existing drains, commencing in the parish of Shouldham by a junction with the intended cut or drain (No. 4) at its termination as above described, and terminating in the parishes of Shouldham and Marham, or one of them, at or near the south-western corner of the field numbered 208 on the tithe commutation map of the parish of Marham.

(g) A cut or drain (No. 7), wholly situate in the parish of Shouldham and in the lines of existing drains, commencing by a junction with the intended cut or drain (No. 6) at or near the north-eastern corner of the field numbered 338 on the tithe commutation map of the said parish of Shouldham, and terminating at or near the south-eastern corner of the field numbered 329 on the same map.

(h) A drain (No. 8), partly in the lines of existing drains, and to be partly in open cutting, and partly formed of pipes commencing in the parish of Wormegay by a junction with the intended cut or drain (No. 3) at or near the north-western corner of a field numbered 148 on the tithe commutation map of the said parish of Wormegay, and terminating in the parish of Shouldham at or near the north-western corner of the field numbered 139 on the tithe commutation map of the said parish of Shouldham.

(i) All necessary buildings, embankments, walls, bridges, arches, culverts, ditches, drains, sluices, staunches, roads, approaches, and other works and conveniences.

9. 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 for the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

10. To authorize the Commissioners to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments or easements, or rights in, over, or affecting the same 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, and hereditaments so purchased or taken. And it is proposed for the purposes of the intended works to take certain lands being or reputed to be common or commonable lands which are situate as hereinafter mentioned, and of which it is estimated that the quantities specified in each instance will be taken, that is to say:

Certain lands in parish of Wormegay, known as "Wormegay Poor Lot," of which it is estimated that 1 acre will be taken.

Certain lands in the parish of Shouldham, known as "Shouldham Poor Lot, No. 1," of which it is estimated that 1½ acres will be taken.

Certain lands in the parish of Shouldham,

known as "Shouldham Poor Lot, No. 2," of which it is estimated that 1 acre will be taken.

Certain lands in the parish of Marham, known as "Marham Poor Lot," of which it is estimated that 2 acres will be taken.

And certain lands, partly in the hamlet of Setch, otherwise Setchey, in the parish of North Runcton, and partly in the parish of West Winch, known as "West Winch Common," of which it is estimated that 9 acres will be taken.

11. To empower the Commissioners from time to time to regulate the flow of water into the River Nar and its tributaries, and from the said river or its tributaries into any drains or works of the Commissioners, and to prohibit, restrict, or regulate the flowing into the said river or its tributaries of water from any particular district or source.

12. To empower the Commissioners for any of the above purposes or any other purposes of the Bill, from time to time to construct, erect, maintain, remove, and renew dams, banks, and works, and do all necessary or convenient acts, matters, and things, and to enter upon, take, and use any lands within the district.

13. To enable the Commissioners from time to time to enter into and carry into effect contracts and agreements with owners and occupiers of lands, whether within or without the district, for draining off or receiving the waters from any such lands into and disposing of the same through the drains and works, or under the jurisdiction or control of the Commissioners, or for the flow of water on to any such lands from any such drain or work, upon such terms and conditions, and for such consideration or for such yearly or other sums of money (if any) as may be agreed or authorized by the Bill, and to empower the Commissioners to enter upon any lands and to construct and lay down, maintain, remove, and renew drains or works necessary for any such purpose.

14. To provide for the cleansing, scouring, repairing, and maintaining by or at the expense of the occupiers of land within the district of any watercourses, drains, sewers, ditches, banks, and other works of internal drainage within or adjoining their respective lands, whether in connection or otherwise with the drains and works of the Commissioners, and to empower the Commissioners to determine all questions relating to the execution of such works and the liabilities or relative liabilities of occupiers of land with reference thereto.

15. To prohibit or restrict the cutting of drains into, or through, or near to, or so as to injure or affect the drains or watercourses of the Commissioners, or the banks, forelands, or slopes thereof, and to regulate the passage of water into such drains and watercourses.

16. To provide for the stopping up, discontinuance or regulation of watering places for cattle, horses, or other animals in the River Nar or its tributaries, or any drain or watercourse within the district, and the providing of new watering places.

17. To authorize or regulate the removal or alteration of sluices, dams, or other works for regulating the flow of water from or into the River Nar or its tributaries, or any drain or watercourse within the district, and the construction and maintenance of other sluices, dams, or other works for any such purpose, and to make other provision with respect to the drainage communications with the said river and its tributaries, and such drains and watercourses.

18. To empower the Commissioners to do all

such things upon any lands adjoining or near to any drain, watercourse, or lands of the Commissioners, as they may think necessary or expedient for the preservation and maintenance of their works.

19. To make provision for preventing damage to the works and property of the Commissioners by cattle or animals, or by the driving of wagons, carts, or carriages.

20. To empower the Commissioners from time to time to sell, let, or demise any of their lands or property, and to exempt such lands and property, and the Commissioners in respect thereof, from the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

21. To empower the Commissioners to purchase and acquire by agreement or otherwise, or to transfer to and vest in the Commissioners upon and subject to such terms and conditions (if any) as may be defined by the Bill, the undertaking, lands, property, tolls, dues, duties, rights, powers, and privileges of the Commissioners (hereinafter referred to as "the Nar Navigation Commissioners") acting in execution of the Act of the 24th George II, intituled "An Act for making the River Nar navigable from the town and port of King's Lynn to Westacre, in the county of Norfolk;" and the Act of the 10th George III, intituled "An Act to enlarge the powers of an Act of the 24th year of His late Majesty for making the River Nar navigable from the town and port of King's Lynn to Westacre, in the county of Norfolk, and for making the said Act more effectual;" and any Act or Acts amending the said Acts or either of them (which Acts are hereinafter referred to as "the Nar Navigation Acts"), and of Henry Spelman, his executors, administrators, or assigns, or any person claiming through, under, or in trust for the Nar Navigation Commissioners, or the said Henry Spelman, his executors, administrators, or assigns, under the Nar Navigation Acts, or any of them, or under any deed, act, matter, or proceeding made, done, or had under or in pursuance of the said Acts.

22. To provide that the River Nar, or some part or parts thereof, need not be kept navigable after the passing of the intended Act, or after such time as may be prescribed by the Bill, and to authorize such discontinuance of the navigation either absolutely or upon and subject to such conditions and restrictions as may be specified in that behalf by the Bill, and to make provision as to the settlement by arbitration or otherwise of all or any claims for compensation in respect of any such discontinuance of the navigation.

23. To authorize and empower the Commissioners from time to time to make, vary, and rescind bye-laws for all or any of the purposes for which bye-laws may be made under "The Commissioners Clauses Act, 1847," and also for the following purposes, or any of them (that is to say):—

For prohibiting the discharge of sewage into the River Nar or its tributaries, or into any drain or watercourse for the time being the property of or under the jurisdiction and control of the Commissioners.

For preventing the passage of refuse or offensive matter into, or the fouling or obstruction of, the said River Nar or its tributaries, or any such drain or watercourse.

For preventing netting and snaring of fish, and for regulating the mode of fishing in any such drain or watercourse.

For prohibiting the defacing of marks placed by authority of the Board on any sluice or

other work the property of or under the control and jurisdiction of the Commissioners.

For preventing injury to any sluice or other works the property of or under the control and jurisdiction of the Commissioners, or the creating of any nuisance at or near the same respectively.

For preventing injury to or the defacing or removing of notices, placards, or bills put up by the Commissioners, or posts, railings, and fences connected with the works.

For regulating the use for the watering of cattle and horses of the said river tributaries, drains, and watercourses, and the making of watering places.

For regulating or prohibiting the mowing, cutting down and destroying thistles and weeds, and of the destroying of moles or other vermin in or upon lands or banks of, or subject to the control or jurisdiction of the Commissioners, or any lands or banks adjoining or lying near thereto, and the cutting of turf upon or out of any lands within the district.

24. To make provision as to the allowance and publication of such bye-laws and the hearing of objections thereto.

25. To impose and provide for the recovery and application of penalties for the breach or non-observance of any such bye-law or any provision of the Bill.

26. To empower the Commissioners for the purposes of the Bill and for carrying its provision into effect, to levy and assess and recover, by distress or otherwise, rates, assessments, and contributions upon the owners or occupiers of all or any lands within the district, or which would be benefited by the works of the Commissioners in the carrying into effect of any of the provisions of the Bill, including lands within any of the parishes before-mentioned to be drained under the powers of the Bill, and also lands within the parishes of West Winch, South Lynn All Saints, otherwise All Saints, and West Lynn, all in the county of Norfolk, and to confer exemptions from such rates, assessments, or contributions.

27. To empower the Commissioners to borrow and reborrow money on mortgage or on the security of any such rates, assessments, or contributions, or of any property, income, or revenue for the time being of the Commissioners, or by bond, or by terminable or other annuities, and if thought expedient to provide for the repayment of any monies so borrowed, or the extinguishment of any such securities or annuities by means of a sinking fund or funds.

28. And the Bill will vary or extinguish all or any rights and privileges which would interfere or be inconsistent with its objects and confer other rights and privileges, and will so far as necessary or expedient repeal or amend the provisions, or some of the provisions, of the several Acts above mentioned in this notice, or some of them, and of the following local and personal Acts, or some of them (that is to say): 30 George III, cap. 83; 1 & 2 Wm. IV, cap. 73; 7 Wm. IV, cap. 57; 1 Vict., cap. 81; 17 & 18 Vict., cap. 180, and 23 and 24 Vict., cap. 88.

29. And notice is hereby further given, that plans and sections showing the lines, situations, and levels of the intended works to be authorised by the Bill, and plans of the lands and houses to be taken compulsorily under the powers of the Bill, with a book of reference to the plans, will be deposited for public inspection with the Clerk of the Peace for the county of Norfolk at his office in the city of Norwich, and a copy of so much of such plans, sections, and book of reference as

relates to each parish or extra-parochial place in or through which the intended works will be made or be situate, or in which any lands to be taken under the powers of the Bill are situate, will be deposited 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 as aforesaid will be made on or before the 30th day of November instant, and 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.

Reed and Wayman, Downham Market;

W. Seppings, King's Lynn;

Solicitors for the Bill.

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

In Parliament.—Session 1881.

Oxford Police.

(Powers of Oxford Police Act, 1868, continued and revived; enlargement of powers (reconstitution of Police Committee and Constabulary Force; payment of expenses); amendment of Act).

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

To extend the time, and continue, revive, alter, amend, extend, and enlarge the powers of the Oxford Police Act, 1868.

To confer upon the Police Committee and the Constabulary Force, constituted under the Oxford Police Act, 1868, such further or other powers with regard to the regulation of traffic in the streets and roads in the city and suburbs as may be specified by the said intended Act.

To provide for the reconstitution of the Police Committee of the University and city and suburbs of Oxford and of the Constabulary Force, constituted under the said Oxford Police Act, 1868, and to confer on such reconstituted Police Committee and Constabulary Force all or some of the powers conferred by the said Act upon the now existing Police Committee and Constabulary Force, together with such additional or other powers as may be specified in the intended Act.

To provide for the payment of the Constabulary Force of the said University and city by means of contributions from the said University and the Corporation of the said city respectively, in such proportions as may be specified in the intended Act, and for the levying of such contributions respectively out of the General Funds of the University, or by and out of the Borough Fund or Borough Rate, or out of the District Fund or General District Rate, or by and out of such other fund or rate, or in such other way as may be specified in the said intended Act.

To vary or extinguish all existing rights and interests which it may be necessary to vary or extinguish for the purposes of the said intended Act.

And notice is hereby also given that printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated the 11th day of November, 1880.

J. J. Bickerton, Town Clerk of Oxford,
Solicitor for the Bill.

In Parliament.—Session 1861.

Southwark and Deptford Tramways.

Power to the Southwark and Deptford Tramways Company to construct New Tramways in the Parishes of Bermondsey, Rotherhithe, Camberwell, St. Olave, and St. John, Horsleydown, in the County of Surrey; New Passing Places; Compulsory Use of Streets; Tolls; Agreements with Public Bodies; Abandonment of Portions of Tramways authorised by the Southwark and Deptford Tramways Act, 1879, and Extension of Time for Completion of Portion of Works authorised by that Act; Additional Capital; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Southwark and Deptford 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, commencing by a junction with the existing tramway of the Company in Jamaica-road, at a point opposite the shop No. 85 in that road, passing along Parker's-row, and terminating in the centre of Dockhead, at a point 50 feet, measured in a north-easterly direction, from the east side of Arnold's-place.

The intended Tramway No. 1 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.: In Jamaica-road, between the commencement of Tramway No. 1 and a point opposite to the division between Nos. 50 and 52 in that road. Between a point in Jamaica-road opposite the northern side of the public-house called the "Lilliput Hall," and a point in Parker's-row opposite the south corner of the public-house called the "Prince Teck;" and between a point in Parker's-row opposite the division between Nos. 56 and 57 in that row, and a point opposite the division between Nos. 58 and 59, Dockhead.

Tramway No. 2, commencing at the termination of the intended Tramway No. 1, and passing along the new street or streets authorised by the Metropolitan Street Improvements Act, 1877, in place of part of Dockhead, Thornton-street, Freeschool-street, part of Queen Elizabeth-street, part of Fair-street, and part of Tooley-street, and terminating at a point opposite the entrance to the gas-fitter's shop, numbered 67, in Tooley-street, 29 feet 6 inches or thereabouts from that entrance.

The intended Tramway No. 2 will be laid as a double line, except between the termination thereof and a point 30 feet or thereabouts from that termination, measured along that tramway, where it will be laid as a single line.

Tramway No. 3, commencing in the Rotherhithe New-road by a junction with the Company's existing line of tramway, at a point 15 feet or thereabouts, measured in a south-westerly direction, from the lamp-post in the centre of the refuge at the intersection of the Rotherhithe New-road with the Deptford Lower-road, crossing the Deptford Lower-road, and terminating in the centre

of Plough-road, at a point opposite the western side of the passage adjoining the pawnbroker's shop at No. 8, Commercial-terrace, Plough-road.

The intended Tramway No. 3 will be laid as single line throughout.

Tramway No. 4, commencing at the termination of Tramway No. 3, and terminating in the centre of Plough-road, opposite the eastern corner of the Commercial Dock Tavern.

The intended Tramway No. 4 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.: between a point in Plough-road, 30 feet or thereabouts east of the east side of St. Barnabas churchyard, and a point in the same road opposite to the gateway leading into the Surrey Commercial Docks, about 200 feet north-east of St. Barnabas church, and between a point in Plough-road 30 feet or thereabouts west of the south-western side of the Gomm Schools, and a point in the same road opposite the eastern side of the road known as Yeoman-street or Hughes-street.

Tramway No. 5, commencing in the centre of Rotherhithe New-road by a junction with the Tramway No. 8, authorised by the Southwark and Deptford Tramways Act, 1879, at a point opposite the division between Nos. 211 and 213, Rotherhithe New-road, and terminating in that road opposite the eastern corner of the "Victory" public house.

The intended Tramway No. 5 will be laid as a single line, except between a point in Rotherhithe New-road 2 chains or thereabouts east of the eastern side of the bridge carrying the South London Line of the London Brighton and South Coast Railway over that road, and a point in that road 1 chain or thereabouts west of the western side of the same bridge, where it will be laid as a double line.

Tramway No. 6, commencing at the termination of Tramway No. 5, and passing along Galley Wall-road, and terminating in the centre of Southwark Park-road by a junction with Tramway No. 8, authorised by the Southwark and Deptford Tramways Act, 1879, opposite the division between Nos. 278 and 280 in that road.

The intended Tramway No. 6 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.: between a point in Galley Wall-road opposite the door of No. 107 and a point opposite the door of No. 91 in that road, and between a point in Galley Wall-road opposite the division between Nos. 10 and 12 in that road, and the termination of the intended Tramway No. 6.

Tramway No. 7, commencing at the termination of Tramway No. 5, passing along Rotherhithe New-road, and terminating in the centre of St. James's-road, opposite the centre of the eastern side of the public house called "The William the Fourth."

The intended Tramway No. 7 will be laid as a single line, except between the following points, where it will be laid as a double line, viz.: between a point in Rotherhithe New-road 53 feet north-east of the eastern side of the Credon-road, and a point in Rotherhithe New-road opposite the south-western side of the archway marked "Messrs. Large, Farrance, and Large, leather dressers," and between a point in Rotherhithe New-road about 1 chain east of the junction

of Catlin-street with, and opposite No. 16, Alice-terrace in, that road, and terminating in the centre of the same road opposite the dwelling-house adjoining the oil and colour shop occupied by William Knight, and between a point in Rotherhithe New-road opposite the southern corner of the butcher's shop on the northern side of that road forming the angle between that road and St. James's-road, and a point in the centre of St. James's-road opposite the division between Nos. 2 and 3, Hope-place, in that road.

Tramway No 7A, commencing at the termination of the intended Tramway No. 7, passing into the Old Kent-road, and terminating by a junction with the existing tramway there at a point opposite the division between Nos. 577 and 579 in the Old Kent-road.

The intended Tramway No. 7A will be laid as a double line.

Tramway or Passing Place No. 8, commencing by a junction with the existing tramway of the Company in the Deptford Lower-road at a point opposite the south-east gate-post of the entrance to the stable adjoining Augusta House, and terminating by a junction with the existing tramway of the Company in that road opposite the western side of Gomm-road.

Tramway or Passing Place No. 9, commencing by a junction with the existing tramway of the Company in the Deptford Lower-road, opposite the division between Nos. 136 and 138 in that road, and terminating by a junction with the same tramway opposite the division between Nos. 154 and 156 in that road.

Tramway or Passing Place No. 10, commencing in the centre of the Rotherhithe New-road by a junction with the Tramway No. 8 authorised by the Southwark and Deptford Tramways Act, 1879, opposite the division between Nos. 89 and 91, Rotherhithe New-road, and terminating by a junction with the same tramway in the centre of and opposite the door numbered 96 in that road.

Tramway or Passing Place No. 11, commencing in the centre of the Southwark Park-road by a junction with Tramway No. 8 authorised by the Southwark and Deptford Tramways Act, 1879, at a point opposite the division between Nos. 231 and 233 in that road, and terminating in the centre of that road by a junction with the same tramway at a point opposite the division between Nos. 243 and 245 in that road.

Tramway No. 12, commencing by a junction with the existing tramway of the Company in the Spa-road, at a point opposite the division between Nos. 107 and 109 in that road, and terminating in the centre of the Spa-road by a junction with the Tramway No. 2 authorised by the Southwark and Deptford Tramways Act, 1879, opposite the division between Nos. 91 and 93 in that road.

The intended Tramways Nos. 8, 9, 10, 11, and 12, will be laid as single lines.

The tramways and works hereinbefore described will be situate in or pass through or into the parishes, townships, or places following or some or one of them, viz.: Bermondsey, Rotherhithe, Camberwell, St. Olave, and St. John, Horsley-down, all in the county of Surrey.

Each of the tramways hereinbefore mentioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To empower the Company to deviate laterally and vertically to such an extent as may be shown on the plans and sections to be deposited as hereinafter mentioned or as may be defined by the Bill.

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. In Parker's-row, on the west side thereof, between Neckinger-road and a point opposite the gateway adjoining No. 57, Parker's-row. In Jamaica-road, on the west side thereof between Neckinger-road and a point opposite the centre of No. 7, Jamaica-road.

Tramway No. 4. In Plough-road, on the south side thereof, between a point 90 feet westward of the western side of the road known as Yeoman-street or Hughes-street, and a point 65 feet eastward of the eastern side of that road.

Tramway No. 6. In Galley Wall-road, on the south-west side thereof, between a point opposite the division between Nos. 91 and 93 in that road and a point opposite the entrance for girls and infants to the Galley Wall-road schools of the London School Board.

Tramway No. 7. In Rotherhithe New-road, on the south side thereof, between a point opposite the eastern side of the archway marked "Messrs. Large, Farrance, and Large, leather dressers," and a point 45 feet, measured in a north-easterly direction, from the eastern side of Uredon-road.

Tramway No. 8. In Deptford Lower-road, on the south-west side thereof, between a point 12 feet or thereabouts north-west of the gully at the western angle of the Gomm-road formed by the meeting of that road and Deptford Lower-road, and a point 16 feet or thereabouts, measured in an easterly direction, from the south-east gate-post of the entrance to the stable adjoining Augusta House.

Tramway No. 9. In Deptford Lower-road, on the south-west side thereof, between a point opposite the division between Nos. 152 and 154, Deptford Lower-road, and a point opposite the division between Nos. 138 and 140 in that road.

Tramway No. 10. In Rotherhithe New-road, on the north side thereof, between a point opposite the gateway leading to Messrs. Harvey and Son's iron foundry, No. 98 in that road, and a point opposite the western end of the dwelling-house No. 96 in that road.

Tramway No. 11. In Southwark Park-road, on the south side thereof, between a point opposite the division between Nos. 228 and 230 in that road, and a point opposite the centre of No. 243 in that road.

Tramway No. 12. In Spa-road, on the north side thereof, between a point opposite the door of No. 107, and a point opposite the door of No. 93 in that road.

To empower the Company to abandon or relinquish the construction of so much of Tramway No. 8 authorised by the Southwark and Deptford Tramways Act, 1879, as lies between the point of commencement of Tramway or Passing Place No. 8E authorised by that Act, and a point in Rotherhithe New-road, 45 feet or thereabouts from the centre of the Raymouth-road at its junction with Rotherhithe New-road, and 110 feet or

thereabouts from the centre of the Debenhams-road at its junction with Rotherhithe New-road, as shown on the plans deposited in respect of that Act, and the whole of Tramways or Passing Places Nos. 8x and 8y authorised by that Act.

To extend the time for the construction of the Tramway No. 8 authorised by the Southwark and Deptford Tramways Act, 1879, and to make such provisions with reference to the completion of the said tramways or otherwise as Parliament may authorise and the Bill provide.

To enable the Company on the one hand, and any of the following bodies on the other hand, viz.: the Metropolitan Board of Works, and any vestry, district board, trustees or any body corporate, or persons having respectively the duty of directing the repairs, or the control or the management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the 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 existing or authorised roads or streets, or street improvement upon or along which the same, or any part thereof, are or are intended to be laid and constructed, and for facilitating the passage of carriages and traffic over and along the same or any part thereof, and to confirm and give effect to any such agreements as may have been made or may be made before the passing of the Bill into an Act.

To make special provision with reference to the laying down of the intended Tramway No. 2 along the new street or streets hereinbefore referred to, as authorised by The Metropolitan Street Improvements Act, 1877.

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, water pipes, gas pipes, 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 to be.

To provide for the maintenance 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 provide for and regulate the use 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, and materials.

To make provision for regulating the passage of traffic along or across any streets, roads, and other thoroughfares through or along which the said intended tramways will be laid, or any part or parts thereof, and along, over, or across such tramways, and for preventing obstructions to all or any of such traffic, and to authorise the making and enforcing, whether by the Company or the authority or authorities having the control of any such streets, roads, and thoroughfares, of bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and the attaching and recovering of penalties for the breach or non-observance of any such bye-laws, rules, and regulations, or any of the provisions of the Bill.

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 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 or may incorporate with itself, with or without alterations, or 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 Companies Clauses Consolidation Acts, 1845, 1863, and 1869; The Lands Clauses Consolidation Acts, 1845, 1860, and 1869; The Railways Clauses Consolidation Act, 1845, and the

local and personal Act 42 & 43 Vict., c. 72, relating to the Company.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th of November instant, be deposited for public inspection with the Clerk of the Peace for Surrey, at his office, at Newington-causeway, 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 Bermondsey, with the Vestry Clerks of that parish, at their office, Maltby-street, Bermondsey; as regards the parish of Saint Olave, and the parish of Saint John, Florsleydown, with the Clerk of the District Board of Works for the parish of Rotherhithe, united with Saint Olave District, at his office, at 86, Queen Elizabeth-street, Southwark; as regards the parish of Rotherhithe, with the Vestry Clerks, at their offices, No. 82, Paradise-street, Rotherhithe; and as regards the parish of Camberwell, with the Vestry Clerk of that parish, at his office, the Vestry Hall, Camberwell.

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

Dated this 16th day of November, 1880.

J. Rand Bailey, Founders' Hall, 13, St. Swithin's-lane, London, Solicitor for the Bill.

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

In Parliament.—Session 1881.

Lancashire and Yorkshire Railway.

(Connecting Line at Bolton-le-Moors; Widening Lines at Liverpool; Wigan to Ince; Farnworth, near Bolton; Mumps, Oldham; Works at Shawforth, near Rochdale; Widening of Bridges, Graine-road, Haslingden; Mill-lane, Bradford; Brighthouse; Works at Chorley; Abolition of level crossing and making footpath at Hindley, near Wigan; Works at Smithy-bridge, near Rochdale; Abolition of level crossing, and making of Subway at Stubbins, near Ramsbottom; Lands at Hindley; Rawtenstall; Newton Heath; Hellifield; Hapton, near Burnley; Daisy field, near Blackburn; Moses-gate, near Bolton; Salford, Bradford, and Halifax; Revival of Powers for purchase of lands at Blackburn, and Confirmation of Agreements respecting the same; Stopping up Mill-hill, Long Mill-gate, Manchester; Stopping up footpaths at Antley, near Church and Nova Scotia, Blackburn; Repeal of Provisions as to construction of certain Streets at Ardwick, Manchester; Stopping up footpath at Kirkham, near Preston; Confirmation of Agreements as to New Road or Subway at Cleckheaton, and Bridge over Lamb-lane, Manchester; Provisions as to Mortgage Powers of Joint Undertakings; Provisions as to Hotels; Regulation of and Additional Capital; Amendment of Acts).

A PPLICATION is intended to be made to Parliament in the next session thereof by the Lancashire and Yorkshire Railway Company (who are hereinafter called "the Company") for leave to bring in a Bill for the following, or some

of the following, among other purposes (that is to say):—

To enable the Company to construct and maintain the following railway, with all needful sidings, approaches, works, and conveniences connected therewith, or incidental thereto respectively, that is to say:—

A railway wholly situate in the township of Great Bolton, in the parish of Bolton-le-Moors, in Lancashire, commencing by a junction with the Bolton and Preston section of the North Union Railway at a point about 287 yards measured in a westerly direction along the same railway, from its junction with the Liverpool and Bury line of the Company, and terminating by a junction with the Bolton and Blackburn line of the Company at a point about 266 yards measured in a northerly direction along the last-mentioned railway from its junction with the Liverpool and Bury Railway.

The widening and improvement of the portions hereinafter described of the Company's railways and works, and the laying down of additional lines of railway thereon respectively, and the Bill will enable the Company, whensoever they may deem it expedient so to do, to move and alter the position and site of any existing or future lines of railway upon the said respective portions of railway so proposed to be widened and improved as aforesaid, viz.:—

A portion of the Company's Liverpool, Crosby, and Southport Railway, wholly situate in the township of Kirkdale, in the parish of Walton-on-the-Hill, in Lancashire, such widening and improvement commencing by a junction with the said railway about 240 yards measured along the same, in a southerly direction from the centre of the bridge carrying Bank Hall-street over that railway, and terminating at the junction of the same railway with the Company's North Docks Branch.

The Company's North Docks Branch on both sides thereof, such widening and improvement commencing at the junction of such branch railway with the Company's Liverpool, Crosby, and Southport Railway at Sandhills, in the said township of Kirkdale, and terminating in the township and parish of Liverpool, in Lancashire, on the westerly side of Regent-road. And the Bill will provide that the existing Lifting-bridge conveying the said North Docks Branch over Regent-road aforesaid shall be converted into a fixed bridge.

A portion of the Company's railway, such widening and improvement commencing by a junction with the railway of the Company in the township of Wigan, in the parish of Wigan, in Lancashire, at a point about 79 yards measured along the said last-mentioned railway, in a south-easterly direction from the centre of the bridge carrying the said railway over Chapel-lane, and terminating in the township of Ince-in-Makerfield, in the same parish, by a junction with the Company's railway at a point about 17 yards measured in a south-easterly direction along the same railway from the centre of the bridge carrying such railway over the Springs Branch of the London and North Western Railway.

A portion of the Company's Manchester and Bolton Railway, such widening and improvement commencing in the township of Kearsley, in the parish of Dean, in Lancashire, by a junction with the said railway about 187 yards measured along the same in a south-

easterly direction from the south-easterly face of Halshaw Moor or Farnworth Tunnel, and terminating in the township of Farnworth, in the same parish, by a junction with the same railway about 101 yards measured in a north-westerly direction along the same from the north-westerly end of the before-mentioned tunnel, and the Bill will authorise the Company to enter into and carry into effect contracts or agreements with any landowner or landowners with respect to the acquisition of lands necessary for the construction of the said works or any matter incidental thereto, and the Bill will or may confirm any such contract or agreement which may have been, or which may hereafter be, entered into between the Company and any such landowner or landowners as aforesaid.

A portion of the Company's railway, in the township and borough of Oldham, in the parish of Prestwich-cum-Oldham, in Lancashire, such widening and improvement commencing by a junction with the Company's railway about 72 yards measured in a south-westerly direction along the said railway from the centre of the bridge carrying the same railway over Waterloo-road, and terminating by a junction with the Oldham, Rochdale, and Royton Line of the Company's railway about 83 yards measured in a northerly direction along the last-mentioned railway, from the centre of the bridge carrying such railway over Rothwell-road.

To enable the Company to execute the following works and exercise the following powers at Shawforth, in the township of Spotland, in the parish of Rochdale, in Lancashire:—

To construct a new road from Knot-hill-lane, commencing by a junction with such lane at a point about 6 yards measured in a northerly direction from the south-easterly fence of a certain field belonging or reputed to belong to Mr. John Howarth, and in the occupation of the mayor, aldermen, and burgesses of the borough of Rochdale, and terminating at a point about 31 yards from its point of commencement, and at a distance of 10 yards from the south-easterly fence of the said field.

To stop up and extinguish all rights of way over and appropriate to the purposes of the Company the site and soil of so much of a certain footpath leading from Knot-hill to the turnpike road leading from Rochdale to Burnley as lies between the junction of the said footpath with the said turnpike road and the wicket gate at the westerly boundary of the Company's property.

To stop up and extinguish all rights of way over and appropriate to the purposes of the Company, the site and soil of so much of Knot-hill-street as extends from a point in that street about 16 yards measured on the westerly side thereof from its junction with Quarry-street, to a point about 53 yards measured along the northerly side of Knot-hill-street from its junction with the turnpike road leading from Rochdale to Burnley.

To alter the levels of Quarry-street by lowering the same from a point commencing in that street at its junction with the said turnpike road, and terminating at the junction of Quarry-street aforesaid with Old-lane or Knot-hill-lane.

To acquire certain lands bounded on the westerly side by the Company's Railway,

now in course of construction, from Facit to Bacup, and on the easterly side by the said turnpike road, and which said lands are intersected by the footpath before referred to, leading from Knot-hill to the said turnpike road.

To enable the Company to widen on the westerly side the bridge carrying the East Lancashire section of the Company's railway in the township of Haslingden, in the parish of Whalley, in Lancashire, over the road known as Graine-road, leading from Haslingden Graine to Haslingden.

To enable the Company to widen on the easterly side the bridge carrying the Company's railway in the township of Bowling, in the parish of Bradford, in the West Riding of the county of York, over Mill-lane and partly over Conway-street, and the Bill will enable the Company and the Great Northern Railway Company to enter into and fulfil agreements with respect to the portion of railway lying between the junction of the Great Northern Railway with the Company's railway at Mill-lane and the passenger station at Bradford, and with respect to the construction, maintenance, use, and appropriation of existing or additional lines of railway stations, lands, works, and conveniences by the two Companies, jointly or severally, at Bradford, and with respect to any matters incidental thereto.

To enable the Company to widen on the northerly and southerly sides the bridge carrying the road formerly the Bradford and Huddersfield turnpike road over the Company's railway at or near the Brighthouse station, in the township of Rastrick, in the parish of Halifax, in the West Riding of the county of York.

To enable the Company to execute the following works and to exercise the following powers at Chorley, in the township of Chorley, in the parish of Chorley, in Lancashire:—

To widen on both sides the bridge carrying Lyons-lane over the Bolton and Preston section of the North Union Railway, and in connection therewith to widen and improve on both sides thereof Lyons-lane aforesaid, at the point where it now crosses, and will cross the said railway when widened.

To widen on both sides the bridge carrying the said Bolton and Preston section of the North Union Railway over Brunswick-street, and the Bill will enable the Company, when and as they may think fit, to pull down and remove the whole or any portion of the bridges proposed to be widened as aforesaid, and the Bill will provide that the said roads affected by the proposed works shall be maintained and repaired by the same road authority or authorities, of the district as is or are now liable to maintain and repair the existing roads. And the Bill will also enable the Company to acquire by compulsion or agreement certain lands bounded on the east by the Company's mineral yard, and on the south by Chapel-street; and also certain other lands bounded on the west by the Bolton and Preston section of the North Union Railway, and intersected at or near the northerly end thereof by Brunswick-street.

To enable the Company to abolish the crossing of their railway on the level by a public footpath leading from Ladies-lane to the Deep Pit Colliery of the Wigan Coal and Iron Company (Limited), the said crossing being in the town-

ship of Hindley, in the parish of Wigan, in Lancashire, and to enable the Company in the stead of the said level crossing to construct in the same township another footpath by means of a bridge over their railway, the said new footpath commencing in the existing footpath about 26 yards measured along the same in a southerly direction from the centre of the said railway, and terminating in the before-mentioned footpath, about 25 yards measured along the said footpath in a northerly direction from the centre of the said railway; and to vest in the Company the site and soil of the existing footpath between the fences of the Company so far as the same does not already belong to them; and the Bill will extinguish all rights of way in and over the same, and will provide that the new or substituted footpath shall be maintained and repaired by the Hindley Local Board, or the same body or person or persons who is or are now liable to maintain and repair the existing footpath.

To enable the Company to execute the follow-works, and to exercise the following powers at Smithy Bridge, near Rochdale, in the township of Butterworth, in the parish of Rochdale, in Lancashire:—

To stop up and abolish the level crossing for foot passengers at their Smithy Bridge station, and in the stead of the said level crossing to construct a footpath by means of a subway, commencing by a junction with Smithy Brow at a point about 18 yards measured along Smithy Brow aforesaid, in a westerly direction from the centre of the Company's mainline of railway at the level crossing aforesaid, and terminating by a junction with Smithy-lane, at a point about 26 yards measured along such lane in an easterly direction from the centre of the Company's main line at the said level crossing.

To construct another footpath by means of a subway across Smithy-lane aforesaid, and on the easterly side of their railway, extending from a point measured along Smithy-lane aforesaid, 6 yards from the centre of the Company's main line of railway to a point about 6 yards from the north-westerly corner of the Company's Smithy Bridge station measured in a northerly direction.

To widen on both sides the bridge carrying the Company's railway over a certain road leading from the Rochdale Canal to Small Bridge; and the Bill will enable the Company, when and as they may think fit, to pull down and remove the whole or any part of the said bridge proposed to be widened as aforesaid; and to acquire by compulsion or agreement certain lands bounded on the easterly side by the said Rochdale canal, on the westerly side by the Company's railway, and which said lands are intersected by the said road leading as aforesaid from the said Rochdale canal to Small Bridge, and also by the railway of the Company; and the Bill will provide that the new footpaths or subways hereinbefore mentioned shall be maintained and repaired by the same body or person or persons who is or are now liable to maintain and repair the existing road and footpath.

To enable the Company to abolish the crossing of their railways on the level by a public footpath at Stubbins, in the township of Tottington Higher End, in the parish of Bury, in Lancashire, the said footpath leading from Stubbins to the turnpike road from Ramsbottom to Edenfield, and to enable the Company to construct in the said township a new or substituted footpath by means of a subway underneath their railways,

commencing in the existing footpath at or near the western fence of the Company's land, and terminating in the same footway at or near the eastern fence of the Company's land, and to abolish all rights of way over the Company's railways and property along the existing footpath, and to vest in the Company the site and soil thereof between the fences of the Company, so far as the same do not already belong to them.

To enable the Company to acquire, by compulsion or agreement, in addition to the other lands and property which they will, by the intended Bill, be authorised to acquire, the lands (in which term houses, buildings, and other hereditaments are in this notice included) hereinafter described, or some of them, and to retain and hold such of the lands as have already been purchased by the Company and shown on the said deposited plans hereinafter mentioned, that is to say:—

Certain lands in the township of Hindley, in the parish of Wigan, in Lancashire, bounded on the northerly side thereof by the Company's railway, and on the eastern side by the Ladies-lane Colliery and sidings of the Wigan Coal and Iron Company Limited.

Certain lands in the township of Lower Booths, in the parish of Whalley, in Lancashire, bounded on the southerly side thereof by the Company's Bacup branch railway at or near the Rawtenstall Station, and on the easterly side by the Burnley and Edenfield turnpike road.

Certain lands situate in the township of Newton, in the parish of Manchester, in Lancashire, bounded on the southerly side by the Company's railway, on the westerly side by Thorpe's-road, and on the easterly side by Deans-lane.

Certain lands in the township of Hellfield, in the parish of Long Preston, in the West Riding of the county of York, bounded on the northerly side by land and works of the Midland Railway Company, on the westerly side by land and works of the Company, and intersected by the Hellfield Beck.

Certain lands situate in the township of Hapton, in the parish of Whalley, in Lancashire, bounded on the southerly side thereof by the railway and works of the Company at Hapton Station, and on the easterly side by the public road leading from Hapton Hall to Padiham-green.

Certain other lands situate in the same township, parish, and county, bounded on the northerly side thereof by the railway and works of the Company at the same Hapton Station, and on the easterly side by the said public road.

Certain other lands situate in the same township, parish, and county, bounded on the southerly and westerly sides by the goods-yard, works, and property of the Company at Hapton Station, and intersected near the easterly end of such lands by the Spaw Brook.

Certain lands at or near the Company's Daisy Field Station, in the township, parish, and borough of Blackburn, in Lancashire, situate on the north-westerly side of the East Lancashire section of the Company's railway and bounded on the south-westerly side by the Company's Blackburn and Clitheroe line, and on the easterly side by the road or way leading from Moss-street to Stanley-street.

Certain lands situate in the township of Great

Lever, in the parish of Middleton, in Lancashire, bounded on the south-westerly side by the Company's railway, and at the eastern end by Lever Edge-lane.

Certain lands in the township of Salford, in the parish of Manchester, in Lancashire, situate on the northern side of Hope-street, and bounded on the west by the Company's Hope-street goods and mineral yard, on the north by the railway of the Company, and on the east by Brotherton's Mill; and the Bill will authorise the Company to enter into and carry into effect contracts or agreements with any landowner or landowners with respect to the acquisition of the said lands or any part thereof, or any matter incidental thereto; and the Bill will or may confirm any such contract or agreement which may have been, or which may hereafter be entered into between the Company and any such landowner or landowners as aforesaid.

Certain lands, partly in the township of Bowling and partly in the township of Bradford, both in the parish of Bradford, in the West Riding of the county of York, bounded on the north by Chandos-street and on the west by Edward-street.

Certain other lands wholly situate in the said township of Bradford, bounded on the south by York-street, on the east by Bridge-street, and on the north and west by lands and property of the Company.

Also certain other lands wholly situate in the said township of Bradford, bounded on the south-west by Bridge-street, and on the north-west and north by lands and property of the Company.

Certain lands wholly situate in the township of Halifax, in the parish of Halifax, in the West Riding of the county of York, bounded on the north, north-east, and south by the railway or lands of the Company, and on the west by an imaginary line drawn from the lands of the Company on the north, and thence in a southerly direction to the point where such lands abut upon the goodsyard and premises of the Company, and comprising Naylor's-buildings and the west side of Lilly Fold, being a portion of the lands, houses, and buildings referred to in the 22nd section of "The Lancashire and Yorkshire Railway Act, 1875," and shown upon the plans deposited at the offices of the clerk of the peace for the West Riding of Yorkshire, in the month of November, 1874, with respect to the said Act, and the Bill will enable the Company to stop up and appropriate to their own purposes the sites and soil of such streets, roads, and footpaths as are included within the limits of the lands so proposed to be acquired as aforesaid, and will extinguish all rights of way in or over the same.

To enable the Company to revive their powers to purchase certain lands in the township of Blackburn, in the parish of Blackburn, in Lancashire, for the purpose of constructing a new street or road commencing in Hamilton-street and terminating in Queen Elizabeth-street, both in the said township and parish, as was authorised by the 25th section of "The Lancashire and Yorkshire Railway (New Works and Additional Powers) Act, 1873," and the Bill will confirm an agreement made on the 15th day of June, 1880, between the London and North Western Railway Company of the one part, and the Company of the other part, with respect to the said new street or road and incidental thereto,

and with respect to the ownership or use of any lands acquired, or to be acquired, at Blackburn by the said Companies or either of them, and with respect to station and railway accommodation, or any matters incidental thereto; and the Bill will also authorise the making of future agreements with respect to all or any of the matters aforesaid between the Company and any landowner, and the mayor, aldermen, and burgesses of the borough of Blackburn and the London and North Western Railway Company, or any or either of them, with relation to the matters in which all or any of them are interested, and to confirm any agreement which may have been already entered into between the said respective parties.

To authorise the Company to stop up and extinguish all rights of way (if any) in or over so much of the land formerly used as a road or street, and known as Mill Hill, and leading from Long Millgate to Gibraltar, as extends from the southerly side of the Company's viaduct crossing over the said road to the point where such road forms a junction with Long Millgate, the portion of road so to be stopped up as aforesaid being wholly situate in the township, parish, and city of Manchester, in Lancashire.

To authorise the Company to stop up and extinguish all rights of way in or over so much of a certain footpath at Antley, near Church, in the township of New Accrington, in the parish of Whalley, in Lancashire, as extends from Little-street to the south-easterly fence of the Company's Railway.

To authorise the Company to stop up and extinguish all rights of way (if any) in or over so much of certain lands at Nova Scotia, in the township, borough, and parish of Blackburn, in Lancashire, and now or formerly used as a footpath, leading from Back Union-street to Bolton-road, as passes through or intersects the Company's premises.

To vary and, so far as is necessary, repeal the 32nd section of "The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1845" (8 and 9 Vict., cap. 109), with respect to the construction of certain roads and works, and especially to exempt the Company from the construction of so much of a certain road or roads provided for in that section, to be constructed partly on one side of the Company's Ardwick Branch Railway, and partly on both sides thereof, as extend from Chancery-lane to Ashton old road, in the township of Ardwick, in the parish and city of Manchester, in Lancashire.

To enable the Company and the London and North Western Railway, proprietors of the Preston and Wyre Railway, to close the footpath crossing the said railway upon the level at the station thereof at Kirkham, in Lancashire, and to extinguish all rights of way for foot-passengers over the said footpath, or across the said railway there, and to prevent the use of the said level crossing by foot-passengers.

To confirm an agreement dated the 2nd day of August, 1880, between the Cleckheaton Local Board of the one part and the Company of the other part, with respect to the construction by the Company of a new road or subway from Tofts-road, passing underneath the Company's railway at the south end of the Company's passenger station at Cleckheaton to Crown-street; and the Bill will provide for the abolition of any crossing on the level of the Company's railway at or in the immediate neighbourhood of the said station.

To enable the Company and the mayor, alderman, and citizens of the city of Manchester, and the Local Board of Health for the district of

Newton Heath, or any or either of them, to enter into agreements with respect to the conversion into a girder bridge of so much of the bridge carrying the railway of the Company over Lamb-lane, in Manchester, as now consists of an arch or arches, and with respect to the cost of such conversion, and any matters incidental thereto, and the Bill will or may confirm any agreement which may have been or which may be made between the said parties with respect to the matters aforesaid.

To enable the Company and the London and North Western Railway Company (hereinafter called "the two Companies") to exercise in their own names, jointly or severally, the powers of raising money by mortgage or bond conferred upon the two Companies or upon the North Union Railway Company, the Preston and Wyre Railway, Harbour, and Dock Company, and the Preston and Longridge Railway Company respectively, or any or either of them (hereinafter called "the three Companies"), and to divide and apportion between the two said Companies, in such proportions as may be agreed on, or as the Bill shall define, the amount of the mortgage and bond debt of the three Companies, or any part thereof, and to make and carry into effect agreements in relation thereto, and to empower each of the said two Companies to create and issue debenture stock in their undertakings respectively, for or in lieu of the amount of the mortgage or bond debt so apportioned to them, and, if necessary, to repeal the borrowing powers of the three Companies respectively.

To enable the Company and the London and North Western Railway Company to acquire, erect, provide, hold, enjoy, and maintain as part of the undertaking of the Preston and Wyre Railway, an hotel at Fleetwood, with refreshment rooms or any other like accommodation, and to furnish, stock, equip, manage and conduct such hotel and refreshment rooms 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 by agreement and hold lands for those purposes, and to empower the said two Companies to let on lease or otherwise the said hotel, refreshment rooms, or any other like accommodation, or any part or parts thereof so provided by them.

To enable any corporation or other body, and any justice or other person being by law authorised to grant licences for the sale by retail of wines, spirits, beer, or cider, to grant such licence to any persons nominated by the two Companies, or by the Committee of Management of the undertaking of the Preston and Wyre Railway, for such sale at any refreshment rooms at stations on the said railway, and managed by the said two Companies, or by the said Committee of Management, although the structure of such premises be not in conformity with the provisions of any Act relating to the granting of such licences, and although the person so nominated is not the real resident, owner, and occupier of any such refreshment room.

To enable the Company to acquire, erect, provide, hold, enjoy, and maintain, as part of their undertaking, at or near to or connected with any station or any railway owned or worked by them, hotels, refreshment rooms, or any other like accommodation, and to furnish, stock, equip, manage, and conduct such hotels and refreshment rooms and the business thereof, and to employ officers, managers and servants therein or in connection therewith, and to apply their corporate funds for those purposes or any of them, and to acquire by agreement and hold lands for those

purposes, and to sanction and confirm any expenditure already incurred by the Company on or about any of the before mentioned purposes, and to empower the Company to let on lease or otherwise any hotel, refreshment room, or any other like accommodation so provided by them.

To enable any corporation or other body, and any justice or other person being by law authorised to grant licences for the sale by retail of wines, spirits, beer, or cider, to grant such licence to any persons nominated by the Company for such sale at any refreshment rooms at stations of the Company and managed by the Company, although the structure of such premises be not in conformity with the provisions of any Act relating to the granting of such licences, and although the person so nominated is not the real resident owner and occupier of any such refreshment room.

To regulate and define the capital of the Company in shares and stock, and in mortgage and bond debt and debenture stock, and the amount of money which they are authorised to raise by means of shares and stock, and by borrowing and debenture stock, and to make further provision in respect thereof, and to empower the Company to make further regulations with respect to the transfer of stock and debenture stock in their undertaking.

To vest in the Company the usual powers granted to railway Companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of the railways, widenings of railways, roads, and other works hereinbefore mentioned, to any extent within the limits of deviation to be shown on the plans deposited as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections deposited as hereinafter mentioned to any extent which may be defined by the Bill.

To authorise the Company to purchase, in addition to the other lands and property which they will by the intended Bill be authorised to acquire and hereinbefore mentioned, lands, houses, and other property, compulsorily or by agreement, for the purposes of the said railway and other works, or for any of the other purposes of the Bill.

To empower the Company to levy tolls, rates, and charges in respect of the intended railways and works, and to exercise other rights and privileges.

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

The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, and also for the completion of lines of railway and other works already authorised, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stock, or by any of such means, and also to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its object, and it will incorporate with itself and amend the provisions or certain of the provisions

of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend, repeal, and enlarge, for the foregoing and other purposes, the powers and provisions of the following or of any other Acts relating to the Lancashire and Yorkshire Railway Company, that is to say, local and personal Acts, 1 and 2 Wm. IV, cap. 60; 2 Wm. IV, cap. 69; 5 Wm. IV, cap. 30; 6 and 7 Wm. IV, cap. 111; 7 Wm. IV, cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 9 Vic., caps. 35, 39, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 37, 50, and 101; 25 and 26 Vic., cap. 97; 26 and 27 Vic., cap. 5; 27 and 28 Vic., caps. 32, 55, and 270; 28 Vic., cap. 22; 28 and 29 Vic., caps. 21 and 332; 29 Vic., caps. 43, 44, and 71; 30 Vic., cap. 95; 30 and 31 Vic., cap. 136; 31 and 32 Vic., caps. 64 and 114; 32 and 33 Vic., cap. 78; 33 and 34 Vic., caps. 79, 80, 84, and 141; 34 and 35 Vic., caps. 64, 70, and 170; 35 and 36 Vic., cap. 116; 36 and 37 Vic., cap. 179; 37 and 38 Vic., cap. 102; 38 and 39 Vic., cap. 125; 39 and 40 Vic., cap. 170; 40 and 41 Vic., cap. 59; 41 and 42 Vic., cap. 176; and 42 and 43 Vic., cap. 107. And the Bill will or may vary, amend, and enlarge the powers and provisions of the Act 9 and 10 Vic., cap. 204, relating to the London and North Western Railway Company, and also any other Act or Acts relating to that Company, and the Bill will or may vary, amend, and enlarge the powers and provisions of the Acts 4 Wm. IV, cap. 25; 1 Vic., cap. 121; and 7 Vic., cap. 2, relating to the North Union Railway Company; and also any other Act or Acts relating to that Company, and especially of the Act 9 and 10 Vic., cap. 231, vesting the undertaking of the North Union Railway in the London and North Western and Lancashire and Yorkshire Railway Companies, and also any other Act or Acts relating to the said two Companies as joint proprietors of that undertaking; and the Bill will or may vary, amend, and enlarge the powers and provisions of the Acts 6 and 7 Wm. IV, cap. 122; 4 Vic., cap. 2; and the 9 and 10 Vic., cap. 246, relating to the Preston and Longridge Railway Company, and also any other Act or Acts relating to that Company, and especially of the Act 30 Vic., cap. 95, vesting the undertaking of the last-named Company in the London and North Western and Lancashire and Yorkshire Railway Companies, and also any other Act or Acts relating to the said two Companies, as joint proprietors of that undertaking; and the Bill will or may vary, amend, and enlarge the powers and provisions of the Acts 5 and 6 Wm. IV, cap. 58; 24 and 25 Vic., cap. 9, relating to the Preston and Wyre Railway, Harbour, and Dock Company, and also any other Act or Acts relating to that Company, and especially of the Act 12 and 13 Vic., cap. 74, vesting the undertaking of the Preston and Wyre Railway, Harbour, and Dock in the Lancashire and Yorkshire and London and North Western Railway Companies; and also of any other Act

or Acts of Parliament relating to the said two Companies as joint proprietors of that undertaking.

Duplicate plans and sections describing the lines, situations, and levels of the proposed railway, roads, and works, and the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property; also an ordnance map, with the line of railway delineated thereon, so as to show its general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection as follows, that is to say, as regards the railway, roads, works, lands, and property in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and as regards the works, lands, and property in the West Riding of the county of York, with the Clerk of the Peace for the said West Riding, at his office at Wakefield; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railway, roads, and works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this notice will be deposited with the parish clerk of each such parish at his residence; and in case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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

Dated this 17th day of November, 1880.

T. A., and J. Grundy and Co., 104, King-street, Manchester, Solicitors for the Bill.

In-Parliament—Session 1881.

Carmarthen and Cardigan Railway. (Extension Railway to Newcastle-Emlyn; Compulsory Purchase of Lands; Tolls; Further Money Powers; Definition, &c., of Rights and Priorities of Holders of Debenture and other Stocks and Shares, Mortgagees, and Creditors of Carmarthen and Cardigan Railway Company; Alteration of number of Directors; Working and other Agreements with Central Wales and Carmarthen Junction Railway Company; Sale or Lease to London and North-Western, Great Western, and Midland Railway Companies; Money Powers to and Provisions affecting these 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 authorise the Carmarthen and Cardigan Railway Company (in this notice called "The Company") to make and maintain the railway hereinafter mentioned or some part or parts thereof, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards, and other works and conveniences connected therewith (that is to say) a railway commencing in the parish of Llangeller in the county of Carmarthen by a junction with the existing railway

of the Company at a point opposite, or nearly opposite, the booking office at their Llandyssil station, and terminating in the parish of Cenarth, in the same county, at a point about three chains northward from the Newcastle Emlyn and Llandyssil turnpike road measuring from a point in the said road about eleven chains westward from the Mill, known as Pandy Mill, in the occupation of David Thomas, which intended railway will be made or pass from in through or into the parishes, townships, and places following or some of them that is to say, Llangeller, Llandyssil, Penboyr, Cenarth, Newcastle-Emlyn, and Emlyn, in the county of Carmarthen and Bangor, Llanfair-or Llwyn, Henllan, Llandy-Friog, Pencnwe, Trebedw, and Pendol, in the county of Cardigan.

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, gas, water, and other pipes, and telegraphic apparatus, within the parishes, townships, and 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 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.

5. To enable the Company to levy tolls, rates, and duties upon or in respect of the intended railway and works or any of them or any part or parts thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties.

6. To authorise the Company for the purposes of the proposed railway and works of the Bill, to apply their corporate funds and revenue, and to raise further moneys by borrowing and by debenture stock, and by the creation and issue of new shares and stock, and (if the Company think fit) to attach to all or any of such new shares or stock, or to all or any part of their existing capital, a preference or priority of interest or dividend and other special privileges.

7. To prescribe, define, and regulate the rights and priorities inter se of the several classes of holders for the time being of debenture and other stock or stocks and shares, and mortgagees and creditors of the Company.

8. To prescribe and regulate the number of Directors of the Company, and to provide for the reduction and subsequent increase of the number of such directors from time to time.

9. To empower the Company and the Central Wales and Carmarthen Junction Railway Company from time to time to enter into and carry into effect and rescind agreements and arrangements with respect to the construction, working, use, management, and maintenance by the contracting Companies, 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 either of them, the supply and maintenance of engines, stock and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, charges, income, and profits arising from the respective railways and works of the contracting Companies, or either of them, or any part thereof, the payments, allowances, drawbacks or rebates to be made by either of the contracting Companies to the other of them, the employment of officers and servants, and to sanction and confirm any agreement which has been or may be made touching any of the matters aforesaid.

10. To authorise and empower the Company to sell and transfer or lease their undertaking (including the railway to be authorised by the Bill), or some part or parts thereof, to the London and North Western, Great Western, and Midland Railway Companies (herein called "the three Companies") or any one or two of those Companies, and to enable the three Companies, or any one or two of them to accept a sale, transfer, or lease thereof, or of separate parts thereof, accordingly upon and subject to such terms, pecuniary or otherwise, and conditions as have been or may be agreed between the Companies interested, or as may be prescribed by or under the Bill, and to enable the three Companies respectively for the purposes of any such sale, transfer, lease, or agreement, to apply their corporate funds and revenues, and to raise further money by the creation and issue of new, ordinary, or preference stock or shares, and by borrowing.

11. To provide if necessary or thought expedient for the dissolution and for the winding up of the affairs of the Company.

12. 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.

13. And it is intended, so far as may be requisite and desirable for any of the purposes of the Bill, to amend, vary, or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following (that is to say):—17 and 18 Vic., cap. 218; 18 and 19 Vic., cap. 131; 19 and 20 Vic., cap. 68; 25 and 26 Vic., cap. 172; 26 and 27 Vic., cap. 166; 27 and 28 Vic., cap. 13; 28 and 29 Vic., caps. 37 and 170; 29 and 30 Vic., cap. 297; 38 and 39 Vic., cap. 184, and any other Acts relating to the Company, 24 and 25 Vic., cap. 217; 34 and 35 Vic., cap. 44; and 36 and 37 Vic., cap. 203, and any other Acts relating to the Central Wales and Carmarthen Junction Railway Company; 9 and 10 Vic., cap. 204, and any other Acts relating to the London and North Western Railway Company; 5 and 6 William IV, cap. 107; The Great Western Railway (South Wales Amalgamation) Act, 1863, and any other Acts relating to the Great Western Railway Company, and 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway Company.

14. And notice is hereby further given that plans and sections showing the line, situation, and levels of the intended railway and works to be authorised by the Bill, and plans of the lands and houses to be taken compulsorily under the powers of the Bill, with a book of reference to the plans, will be deposited for public inspection with the clerk of the peace for the county of Carmarthen at his office at Llandovery, in that county, and with the clerk of the peace for the county of Cardigan at his office at Aberystwith, in that county, and a copy of so much of such plans, sections and book of reference as relates to

each parish or extra-parochial place in or through which the intended works will be made or be situate, or in which any lands to be taken under the powers of the Bill are situate, will be deposited 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 as aforesaid will be made on or before the 30th day of November, 1880, and 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 10th day of November, 1880.

J. C. Rees, 13, Great George Street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1881.

Dudley and Oldbury Junction Railway.

(Revival of powers for compulsory purchase of Lands; Extension of time for completion of Works; Reduction of Capital; Power to Great Western Railway Company to subscribe or to guarantee interest on Debentures or Debenture Stock, and dividends on Capital, and to appoint Directors; Agreements between the Great Western Railway Company and the Company; Change of Name of Company; Repeal of Power to Company of Proprietors of the Birmingham Canal Navigations to appoint Directors of the Company; Modification or repeal of Agreement with that Company; Abandonment of portion of the Railways of the Company; Release of portion of Deposit; Tolls; Amendment of Acts, &c.)

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

1. To revive the powers of the Company and to extend the time limited by "The Dudley and Oldbury Junction Railway Act, 1878," for the compulsory purchase of lands and houses, and to extend the time limited by that Act for the completion of the railway and works authorised by "The Dudley and Oldbury Junction Railway Act, 1876" (hereinafter called the Act of 1876) and of so much of the Railway No. 2, authorised by "The Dudley and Oldbury Junction Railway Act, 1873" (hereinafter called the Act of 1873) as lies between the commencement of the railway authorised by the Act of 1876 and the canal numbered 26 in the parish of Halesowen, and county of Worcester, on the plans of the said Railway No. 2, deposited with reference to the Act of 1873 in the month of November, 1872, with the clerk of the peace for the county of Worcester.

2. To reduce the authorised capital of the Company, and to define and rearrange the same, to such extent and in such manner as may be provided by the intended Act.

3. To enable the Great Western Railway Company to contribute to and hold shares in the undertaking of the Company, and to guarantee interest on debentures or debenture stock and dividends on the capital of the Company, and to authorise them for those purposes to raise additional capital by the creation and issue of new ordinary or preference shares or stock, and by borrowing upon mortgage, or by the creation and issue of debenture stock, or by one or more of those modes, or to apply for the purposes of such contribution or guarantee any capital or funds

belonging to or authorised to be raised by the Great Western Railway Company which may not be required for the purposes for which the same were authorised to be raised, and to enable that Company to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them.

4. To enable the Great Western Railway Company to appoint directors of the Company.

5. To authorise the Company, and the Great Western Railway Company, to make and enter into agreements for the working, management, and maintenance by the Great Western Railway Company of the Railways of the Company, or some part or parts thereof, and to confirm such agreements, or any agreement already entered into between those Companies, subject to such modifications and alterations as may be prescribed by the intended Act.

6. To change the name of the Company, and provide that the Company shall hereafter be known as "The Oldbury Railway Company," or by such other name as may be prescribed by the intended Act.

7. To modify, alter, amend, or repeal so much of Sections 44 and 45 of "The Dudley and Oldbury Junction Railway Act, 1873," as provides for the appointment of directors of the Company by the Company of Proprietors of the Birmingham Canal Navigations, or their committee.

8. To modify and amend, or otherwise to cancel, annul, and put an end to the agreement contained in the Schedule to the last-mentioned Act, made between the Promoters of the Bill for that Act and the Company of Proprietors of the Birmingham Canal Navigations, and to modify, alter, amend, or repeal Section 63 of the Act of 1873, and Section 10 of the Act of 1876.

9. To abandon so much of the Railway No. 2, authorised by "The Dudley and Oldbury Junction Railway Act, 1873," as lies between its commencement and the canal numbered 26, in the parish of Halesowen and county of Worcester, on the plans of that railway, deposited with reference to that Act in the month of November, 1872, with the Clerk of the Peace for the county of Worcester.

10. To provide for the payment out of Court of a proportion of the moneys now deposited as security for the completion of the railways of the Company.

11. To alter and amend the tolls, rates, and duties now authorised to be levied by the Company, to enable them to levy new tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

12. The intended Act will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer other rights and privileges; and it will amend "The Dudley and Oldbury Junction Railway Act, 1873," "The Dudley and Oldbury Junction Railway Act, 1876," "The Dudley and Oldbury Junction Railway Act 1878"; the Act (local and personal) 5 and 6 William IV, cap. 107, and all other Acts relating to the Great Western Railway Company.

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

Dated this eighteenth day of November, 1880.

Mathews and Smith, 1, The Sanctuary,
Westminster, and Birmingham, Solicitors for the Bill.

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

In Parliament.—Session 1881.

Furness Railway.

(New Railways at Barrow-in-Furness and Ulverstone—Bridge Road and Tramways at Barrow-in-Furness—Extension of Time and Revival of Powers for purchase of Lands and Completion of Works authorised by "The Furness Railway Act, 1876"—Abandonment of portions of Works authorised by that Act and Repeal of Section 29 thereof—Abandonment of Railway or Siding at Ulverstone authorised by "The Furness Railway Act, 1866" and Repeal of Provisions of that Act and Agreement Scheduled thereto—Power to Company and London and North-Western Railway Company to make Road Diversion and New Road at Egremont—Power to Company to charge for Warehousing Goods, &c.—Extension of Time for Sale of and provisions as to Surplus Lands—Working and other Agreements with the Corporation of Barrow-in-Furness and others owning or working Tramways in that Borough—Agreements with Local Board of Ulverstone as to Alterations of Road—Extinguishment of Rights of Way over Company's Property on the Ulverstone Canal—Powers to the Company to Supply Water from that Canal—To subscribe to erection of Exchange, Custom-house, &c., at Barrow-in-Furness—To erect, lease, and let Houses, &c., for their Officers and Servants—To grant Land for Sites for Churches, Chapels, Schoolhouses, &c.—Additional Capital—Confirmation of Scheme for Consolidation of Shares and Stocks—Agreements with London and North-Western Railway Company, and power to that Company to apply Funds—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 Furness Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following or some of the following, among other purposes (that is to say):

1. To authorise the Company to make and maintain the railways hereinafter described, or one of them, or some part or parts thereof respectively, with all proper stations, sidings, approaches, works, and conveniences connected therewith respectively (that is to say):

(A.) A railway wholly situate in the County Palatine of Lancaster, commencing in the township of Hawcoat, in the parish of Barrow-in-Furness, by a junction with the Railway No. 1, authorised by the "Furness Railway Act, 1876," in a wood numbered 23 in the said parish of Barrow-in-Furness, on the plans of that authorised Railway No. 1 (deposited with the Clerk of the Peace for the County Palatine of Lancaster, in respect of the "Furness Railway Act, 1876," and therein referred to as the deposited plans), and terminating in the township or division of Above Town in the said parish of Barrow-in-Furness by a junction with the main line of the Company from Dalton to Whitehaven, at or near a point 10 chains or thereabouts (measured along that main line), from and to the south of the public road level crossing on that line, called or known as the Thwaite Flat level crossing, which said intended railway will be wholly made or situate in the townships or divisions of Hawcoat and Above Town and parish and borough of Barrow-in-Furness, or some or one of them.

(B.) A railway or siding to be wholly situate in the township and parish of Ulverstone, in the

county Palatine of Lancaster, commencing by a junction with the Bardsea Branch Railway of the Company (authorised by "The Furness Railway Act, 1876,") and therein described as Railway No. 4, and now in course of construction) at a point 6 chains or thereabouts from and to the south of the opening bridge for carrying the said Bardsea branch over the Ulverstone Canal, and terminating at the basin of the Ulverstone Canal at a point 5 chains or thereabouts from and to the south of the viaduct which carries the main line of the Company over the Ulverstone Canal.

2. To authorise the Company to make the bridge and approach road hereinafter described wholly situate in the township of Hawcoat and parish and borough of Barrow-in-Furness in the county Palatine of Lancaster for carrying at a higher level the Michaelson-road, over the Furness Railway and the wharf between the Devonshire and Buccleuch Docks (that is to say):

(C.) A bridge to commence on the boundary wall of the coal yards of the Company situate on the southern side of the street called or known as the Strand at a point 15 yards or thereabouts east of the centre of the gateway leading into the said coal yards and to terminate at a point 360 yards or thereabouts from and to the south of the point of commencement.

(D.) An approach road to commence at a point 23 yards or thereabouts from and to the south of the commencement of the intended bridge as above described, and terminating on the south side of the street or road called or known as Hindpool-road, opposite the junction of that street or road with the street called or known as Market-street; and to authorise the Company to stop up, discontinue, and remove and extinguish all rights of way over the existing road and bridge for which the proposed new bridge and approach road are to be substituted.

3. To authorise the Company to make and maintain with all proper works and conveniences connected therewith, the tramways hereinafter described, or one of them, or some part or parts thereof respectively, to be wholly situate in the township of Hawcoat and parish and borough of Barrow-in-Furness and county Palatine of Lancaster (that is to say):

(E.) A tramway to commence at the commencement of the proposed bridge (C) hereinbefore described passing over and along the proposed bridge and terminating at the termination thereof as above described;

(F.) A tramway commencing by a junction with the intended tramway (E), at a point 30 yards or thereabouts from and to the south of the commencement of that tramway passing along the proposed bridge and the intended approach road (D) and terminating at or near the termination of that road, as before described:

Each of the said tramways hereinbefore described will consist of a single line, to be constructed on a gauge of 4 feet 8½ inches, and it is intended to run upon the tramways carriages and trucks adapted for use upon railways.

4. To authorise the Company to levy tolls, rates, and charges for or in respect of the use of the railways, tramways, and works above described, to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

5. To authorise the Company to purchase by compulsion or agreement, and to hold lands, houses, and buildings for all or any of the purposes aforesaid, and other the purposes of the Bill.

6. To empower the Company to cross, stop up, alter, or divert, whether temporarily or permanently, roads, railways, tramways, bridges, canals, rivers, streams, sewers, pipes, and other works so far as may be necessary in constructing or maintaining the intended works and executing the purposes of the Bill.

7. 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.

8. 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.

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

10. 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.

11. To revive the powers granted by the Furness Railway Act, 1876, for the compulsory purchase of lands and houses for the purposes of the Railway, No. 1, by that Act authorised (except so far as regards the portion of that railway proposed to be abandoned as hereinafter described), and to extend the period limited by that Act for the completion (except as aforesaid) of that railway.

12. To authorise the Company to abandon and relinquish the construction of railways Nos. 2 and 3, authorised by The Furness Railway Act, 1876, and so much of Railway No. 1 authorised by the same Act as is situated and lies between the commencement of the intended railway (A) and the termination of the said authorised Railway No. 1, and also to authorise the Company to abandon the railway or siding authorised by "The Furness Railway Act, 1866," and thirdly described in Section 5 of that Act, and for which the intended railway or siding B is to be substituted, and to repeal all clauses and provisions of that Act, and of the agreement scheduled thereto, relating to the construction, maintenance, and working of the said railway or siding so proposed to be abandoned and to relieve the Company from all obligations with respect thereto and to authorise the Company to remove the said railway or siding and all works connected therewith, and to appropriate to the purposes of their undertaking the lands upon which the same has been constructed or which are now used for the purposes thereof or in connection therewith.

13. To alter, amend, and if need be to repeal, either wholly or in part, Section 29 of the Furness Railway Act, 1876, authorising and requiring the Company to abandon portions of their main line of railway in that section described, and, if necessary, to make other provisions in lieu thereof.

14. To authorise the Company and the London and North-Western Railway Company, jointly, or either of them with the consent of the other, to divert in the parish of Egremont, in the county of Cumberland, the portion hereinafter

described of the public road, which is crossed on the level by the Egremont Branch of the Whitehaven, Cleator, and Egremont Railway at the Woodend Station on that branch (that is to say):

So much thereof as extends from a point opposite the east end of a house called or known as Croft End House to a point $10\frac{1}{2}$ chains or thereabouts from and to the westward of the said Croft End House, and to carry the diversion under the said Railway by means of a bridge. And to make in the said township and parish a new approach road commencing from and out of the proposed diversion at a point 8 chains, or thereabouts, from the said Croft End House, and terminating at a point $6\frac{1}{2}$ chains or thereabouts from and to the northward of the point of commencement, and to provide for the stopping up and discontinuance as a public highway, and the extinguishment of all rights of way over, and the appropriation to the purposes of the Company and the London and North-Western Railway, or either of them, of so much of the said public road as is situate and lies between the commencement and termination of the proposed diversion, and also between the commencement and termination of the proposed new approach road.

15. To authorise the Company and the London and North-Western Railway Company, or either of them, to acquire by compulsion or agreement lands, houses, and property for the purposes of the intended diversion, approach road, and works, to extinguish all rights and privileges connected with such lands, houses, and property, and to confer, vary, and extinguish other rights and privileges.

16. To authorise the Company to demand and recover rates, rents, and charges for the warehousing of goods and minerals, and for any other extraordinary services performed by them, and so far as may be necessary to alter, amend, extend, and enlarge or repeal the provisions or some of the provisions relating to tolls, rates, and charges of "The Furness Railway (Whitehaven Amalgamation) Act, 1866."

17. 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.

18. To authorise the Company on the one hand, and the Mayor, Aldermen, and Burgesses of the borough of Barrow-in-Furness, in the County Palatine of Lancaster, and any company body, or person for the time being, owning or working Tramways in the said borough, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, for or with reference to the construction, working, use, management, and maintenance by any or either of the contracting parties of all or any of the Tramways of the other or others of them, or any part or parts

thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic, 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 parties, the levying, fixing, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the exercise of all such powers as may be found desirable in reference to those purposes, 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 the matters aforesaid.

19. To authorise the Company and the Local Board for the district of the town and hamlet of Ulverstone, in the county of Lancaster, from time to time to enter into and carry into effect, contracts, agreements, and arrangements for or with respect to the alteration, diversion, and improvement by the said Local Board, of portions of the public road, leading from the Ulverstone Canal Head to the North Lonsdale-iron works, the acquisition and appropriation of lands for the purpose, the contribution of funds, and all incidental matters, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made.

20. To extinguish all rights of way (if any) through, over, and along the property of the Company, situate on the southern side of the Ulverstone Canal, throughout the entire length of the said canal.

21. To empower the Company from time to time on such terms and conditions and for such considerations as they think fit to supply to any mills, manufactories, or works on, adjacent, or near to the Ulverstone Canal, water from that canal, and the feeder thereto, and to enter into and carry into effect agreements and arrangements with the owners, lessees, and occupiers of any such mills, manufactories, and works with reference to such supply and all matters incidental thereto.

22. To authorise the Company to subscribe and contribute money towards and to take and hold shares in the capital of any Company formed, or to be hereafter formed, for the establishment and erection of an Exchange, Custom-houses, and buildings, offices, and conveniences connected therewith, in the borough of Barrow-in-Furness; and to authorise the Company, and such other Company as aforesaid, to enter into and carry into effect agreements with reference thereto.

23. To authorise the Company from time to time as they think fit to erect, purchase, take on lease, or otherwise acquire, and to fit up, maintain, and let houses and dwellings for the officers and servants employed by the Company for the purposes of their undertaking.

24. To authorise the Company from time to time on such terms and conditions as they may think fit, and either with or without receiving any valuable consideration, to grant or convey in fee simple or for a term of years to any body or person, bodies or persons whomsoever, any lands belonging to the Company, and not required for the purposes of their undertaking, for a site or sites for a church or chapel, churches or chapels, schoolhouse or schoolhouses, or any other building, for public or charitable purposes, and to enter into and carry into effect agreements

and arrangements with any bodies or persons with reference thereto.

25. To authorise the Company for all or any of the purposes of the Bill, and for the general purposes of the Company, to raise further sums of money by the creation of new shares or stock with or without a guaranteed or Preference Dividend or other rights or privileges attached thereto, and by borrowing, and by the creation of Debenture Stock, or by any of such means, and also to apply to all or any of such purposes, any capital or funds belonging to them, or which they have power to raise.

26. To sanction and confirm the scheme or schemes for the consolidation of shares and stocks of the Company which may have been carried into effect under the provisions in that behalf contained in "The Furness Railway Act, 1879."

27. To authorise the Company and the London and North Western Railway Company to enter into and carry into effect agreements and arrangements with respect to the construction of the proposed diversion and new road at Egremont, and all incidental matters, and to authorise the London and North Western Railway Company to apply to those purposes such portion of their capital or funds as they shall think expedient.

28. To confer upon the Company all such rights, powers, privileges, and authorities as may be necessary or expedient for carrying the objects and purposes of the Bill into complete and full effect, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

29. To incorporate with the Bill the necessary provisions of all or some of the following Acts, viz.: "The Companies Clauses Consolidation Act, 1845"; "The Companies Clauses Act, 1863"; "The Companies Clauses Act, 1869"; "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869"; "The Railways Clauses Consolidation Acts, 1845 and 1863"; "The Railways Clauses Act, 1869"; and "The Tramways Act, 1870."

30. To alter, amend, extend, enlarge, or to repeal so far as may be necessary for all or any of the purposes of the Bill all or some of the powers and provisions of the several local and personal Acts following (that is to say), 33 Geo. III, cap. 105; 18 and 19 Vict., cap. 173; 21 and 22 Vict., cap. 98; 25 and 26 Vict., caps. 89 and 133; 26 and 27 Vict., caps. 82 and 89; 28 and 29 Vict., cap. 179; 29 and 30 Vict., caps. 132, 176 and 236; 30 and 31 Vict., cap. 104; 32 and 33 Vict., cap. 154; 35 and 36 Vict., caps. 83 and 99; 38 and 39 Vict., cap. 191; 39 and 40 Vict., cap. 47; 41 and 42 Vict., cap. 95; 42 and 43 Vict., cap. 146; and all other Acts relating to or affecting the Company; 9 and 10 Vict., caps. 204 and 231, and all other Acts relating to or affecting the London and North-Western Railway Company; 31 and 32 Vict., cap. 104; 35 and 36 Vict., cap. 113; 36 and 37 Vict., cap. 110; and 38 and 39 Vict., cap. 204, relating to or affecting the Corporation and borough of Barrow-in-Furness, and all other Acts, if any, which may relate to or be affected by any of the objects and purposes of the Bill.

And Notice is hereby further given, that plans and sections relating to the purposes of the Bill and plans of the lands and other property intended to be taken, together with a book of reference to such plans, an Ordnance map with the lines of railway delineated thereon, and a

copy of this Notice, as published in the "London Gazette," will, on or before the Thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county Palatine of Lancaster, at his office at Preston, in that county, and with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, in that county; and that on or before the said thirtieth day of November a copy of so much of the said plans, sections, and book of reference respectively as relate to each parish or extra-parochial place in or through which the intended works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this Notice published as aforesaid; will be deposited for public inspection with the Parish Clerk of each such parish at his residence, and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence.

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

Dated this ninth day of November, 1880.

Currey, Holland, and Currey, 14, Great George-street, Westminster, Solicitors for the Bill.

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

In Parliament—Session 1881.

Potteries, Shrewsbury, and North Wales Railway Company.

(Power to Debenture Holders or Debenture Stock Holders to Sell or Lease Undertaking—Powers to Purchasers and Lessees—Agreements and Confirmation of Agreements—Application of Proceeds of Sale or Lease by Arbitration or otherwise—Stay of Proceedings in High Court of Justice—Appointment of Arbitrator—Winding up and Dissolution of Company—Amendment or Repeal of Acts—Costs of Act.)

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

1. To authorise and empower all or some of the holders of debentures or debenture stock of the Potteries, Shrewsbury, and North Wales Railway Company (hereinafter called "the Company"), or any committee, person, or persons appointed, or to be appointed by the debenture holders or debenture stock holders, to sell or lease the whole or any part or parts of the undertaking, lands, and property of the Company, either by public auction or private contract, or partly in one mode and partly in the other, to any Company or Companies, person or persons, or to vest such undertaking, lands, and property, or any part or parts thereof respectively, in such debenture or debenture stock holders' committee, person or persons, or any or either of them respectively, or in such Company or Companies, person or persons, and upon such terms and conditions as may be defined by the intended Act or prescribed by Parliament.

2. To enable the purchaser or purchasers, lessee or lessees, or any and every person or body to whom any part of the premises may be sold, leased, or transferred, or in whom any part may be vested, to have and exercise all or some of the rights, powers, or privileges of the Company, and either subject to or exonerated from all or any of the debts, liabilities, contracts, agreements, and engagements of the Company.

3. To confer upon any and every Company or body to or in whom any of the premises may be sold, transferred, leased, or vested, or who may make any purchases or take any lease or leases under the powers of the intended Act, all such powers (including powers to apply their funds and revenues, and to raise additional capital by new, ordinary and preference shares, and by borrowing) as may be necessary or expedient to enable them to accept, complete, and carry into effect any such transfer, sale, lease, purchase, or vesting.

4. To authorise the making and entering into any contracts and agreements touching any of the matters aforesaid, and to confirm any such contracts and agreements as may have been or may be entered into.

5. To provide for the application of the proceeds of any sale or sales, lease or leases, made under the powers of the intended Act among the debenture holders, debenture stock holders, and the shareholders of the Company, or some of them, or some class or classes thereof respectively, and if need be to provide for the appointment of an Arbitrator by the Railway Commissioners, the Board of Trade, or some other body to be prescribed by the intended Act, and to authorise and empower such Arbitrator to prescribe, determine, define, and regulate the rights and priorities as between themselves of such debenture and debenture stock holders and shareholders and classes respectively, and the payments to be made to each or any of them.

6. To stay any proceedings against the Company now in prosecution in the Chancery Division of the High Court of Justice, and all other suits and proceedings (if any) against the Company, and to provide for the costs of those proceedings and the discharge of any order of the said Court appointing a receiver, and to direct as to the appropriation of any moneys in the hands of such receiver, and how any other assets of the Company may be applied.

7. To wind up and dissolve or provide for the winding up and dissolution of the Company.

8. To amend or repeal, so far as may be necessary or expedient, the provisions or some of the provisions of the Potteries, Shrewsbury, and North Wales Railway Act, 1866, the Potteries, Shrewsbury, and North Wales Railway Act, 1868, and the Potteries, Shrewsbury, and North Wales Railway Act, 1874, and any other Act or Acts relating to the Company.

9. To vary and extinguish all rights and privileges which will or may interfere with any of the objects of the intended Act, and to confer other rights and privileges, and to make provision for the payment of the costs, charges, and expenses of and incidental to the preparing, applying for, promoting, and passing of the intended Act out of the proceeds of any sale, lease, transfer, or vesting made or effected thereunder, or out of any existing or future assets of the Company, whether in their hands or in the hands of any receiver, or of any person or person, Company or Companies, on their or his behalf, or out of such other fund or funds, or by such person or persons, Company or Companies, body or bodies, as may be defined by the intended Act.

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, 1880.

Dated this 18th day of November, 1880.

S. F. and H. Noyes, 1, The Sanctuary, Westminster, Solicitors.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1881.

South Shields, Jarrow, and District Tramways. (Incorporation of Company, with powers to construct Tramways in South Shields, Jarrow, and Hebburn; Powers to take lands, houses, and other property by compulsion or agreement, and to dispose of same; To improve, alter, break open, divert, stop up, 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; Power to sell and transfer to and to the Gateshead and District Tramways Company to purchase the Undertaking, and for amalgamation with that Company; Traffic facilities with that Company; To authorise the sale and lease of the Tramways to, or by Local Authorities and other bodies or persons; Agreements 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, among other 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 necessary embankments, cuttings, roadways, footpaths, bridges, arches, culverts, walls, fences, rails, plates, chairs, sleepers, works, and conveniences connected therewith, all situate in the county of Durham (that is to say):—

Tramway No. 1.—A tramway commencing in the South Shields-road at or near the boundary between the township of Nether Heworth and the united township of Hedworth Monkton and Jarrow, being the point of termination in that roadway of the tramways authorised by "The Gateshead and District Tramways Act, 1880," passing thence in a north-easterly direction along that road over the bridge carrying that road over the South Shields Branch of the North Eastern Railway, and crossing the Pontop and Jarrow and the Jarrow Blast Furnace wagon-ways on the level, continuing along the South Shields-road including the portion thereof called Albert-road, and crossing Mr. Drewitt Ormond Drewitt's ballast wagon-way on the level, and continuing along South Shields-road and land on the western side of that road into and along the private road on the west side of St. Paul's Churchyard (Jarrow), and across two fields or waste land, known as the Saltmarsh, in a south-easterly direction, and across the River Don dividing the said waste land, into and along those parts of the South Shields road known as the Causeway and Swinburne-street, in East Jarrow (crossing the Don Alkali Works wagon-way on the level), along South Shields-road, leaving that road opposite Slake-terrace, into and across land and property belonging to the owners of the Jarrow Chemical Works, situate at the back of Stoke-row and Turncoat-row,

being the site of a proposed new road or diversion of South Shields-road, and re-entering that road at or near Richard-street, and continuing along that road into and along Commercial-road, South Shields (crossing the bridge carrying that road over St. Hilda's wagon-way), into and along Laygate-lane (crossing St. Hilda's wagon-way in that lane on the level), into and along Green-street, Cuthbert-street, and Station-road, South Shields (crossing St. Hilda's wagon-way in that road on the level), into and along Church-row and the carriage roadway across the market-place, into and along King-street, East King-street, and Ocean-road, and terminating in that road at a point opposite the north corner of the Marine Hotel, in the township of Westoe, in the parish of Jarrow, and in the borough of South Shields, and which said tramway will be made and pass in, through, and into the several townships of Nether Heworth, Westoe, and South Shields, and the united township of Hedworth Monkton and Jarrow, or some of them, in the parish of Jarrow, all in the county of Durham.

Tramway No. 1 will be laid as a single line along its entire length, except between the following points, where it will be laid as a double line (that is to say):—

In South Shields-road, between points respectively 40 yards south-west and 40 yards north-east of the bridge carrying the South Shields-road over the South Shields Branch of the North Eastern Railway, near the Bill Quay Board Schools; and

Between points respectively 40 yards south and 40 yards north of the centre of Whinney-lane; and

Between points respectively 37 yards south and 53 yards north of the centre of Burn Heads-road; and

Between points respectively 40 yards west and 40 yards east of the centre of John-street in Hebburn; and

Between points respectively 40 yards west and 40 yards east of the centre of the road leading to Hebburn Red House; and

Between a point 97 yards west of the Pontop and Jarrow Wagon-way level crossing on the South Shields-road and a point 17 yards west of the said wagon-way; and

Between points respectively 20 yards west and 40 yards east of the centre of Hill-street, Jarrow.

In Albert-road, between a point 30 yards south-west of Maud-street and the centre of Henry-street; and

Between points respectively 50 yards west and 70 yards east of the corner of the "Hylton Castle" public-house.

In the Causeway and Swinburne-street, East Jarrow, between a point in the Causeway 15 yards from its junction with Swinburne-street and a point in Swinburne-street 15 yards east from the said junction.

In South Shields-road, in the borough of South Shields, between points respectively 15 yards west and 20 yards east of the centre of Leam-lane; and

Between points respectively, 30 yards and 60 yards north-east of the south-west corner of Tyne Dock Warehouse, and

Between a point opposite the steps leading to the back of Slake-terrace and a point 40 yards northwards of that point, and

Between a point in South Shields-road 20 yards south of Thornton-street and the centre of Windmill-hill in Commercial-road.

In Commercial-road and Laygate-lane be-

tween points respectively 26 yards and 180 yards north-east of the bridge carrying that road over St. Hilda's wagon-way.

In Laygate-lane and Green-street between a point in Laygate-lane 40 yards west of the centre of Green-street, and a point in Green-street 40 yards north of the centre of Laygate-lane.

In Cuthbert-street and Station-road between the centre of John-street in Cuthbert-street, and a point in Station-road 40 yards northwards of the said centre of John-street.

In Station-road, Church-row, the Market-place, and King-street, between a point in Station-road 20 yards south of the centre of Church-row, and a point in King-street 40 yards east of the Market-place.

In Ocean-road between a point 50 yards west of the termination of the tramway and its termination.

Tramway No. 1A.—A tramway consisting of a single line situate wholly in the township of Westoe and parish of Jarrow, in the borough of South Shields, on vacant ground at the bend of the road in front of Hindhaugh-terrace and Jarrow Lodge, commencing and terminating in the South Shields-road by junctions with Tramway No. 1, at points respectively about 146 yards and 256 yards east of the Don Alkali Works wagon-way level crossing in that road.

Tramway No. 1B.—A tramway situate wholly in the township of Westoe, in the parish of Jarrow and borough of South Shields, in the South Shields-road, commencing by a junction with Tramway No. 1 at a point 56 yards north-east from the steps leading to the back of the premises in Slake-terrace, and passing thence in a northerly direction (crossing the Jarrow Chemical Works wagon-way on the level), and terminating by a junction with Tramway No. 1 at or near the centre of Richard-street.

Tramway No. 1B will be laid as a single line, except between the south corner of Turncoat-row and a point 80 yards south of the said corner, where it will be laid as a double line.

Tramway No. 2.—A tramway, situate wholly in the united township of Hedworth Monkton and Jarrow, in the parish of Jarrow commencing by a junction with Tramway No. 1 in the South Shields-road, at a point 10 yards west of the centre of Station-road, Hebburn, passing into and along Station-road (crossing the bridge over the South Shields Branch of the North Eastern Railway) into and along Carr-street, and continuing along the road leading to the A pit of the Hebburn Colliery (crossing the Hebburn Colliery wagon-way near the C pit and the St. Bede Chemical Works wagon-way on the level) along the road-way in front of Hilda-terrace and the road leading to Blakett-street (crossing the Hebburn Colliery wagon-ways on the level and the bridge over the disused colliery wagon-way at the west end of Blakett-street), into and along Blakett-street (crossing Messrs. Bowes and Partner's wagon-way on the level) and continuing into and along Western-road, (crossing Palmer's Shipbuilding and Iron Company's wagon-ways on the level), Great Ormonde-street, across Commercial-road, into and along a new road, into and along Queen's-road, and Lord-street, and terminating by a junction with Tramway No. 1 in South Shields-road, 15 yards east of the centre of Lord-street, Jarrow.

Tramway No. 2 will be laid as a single line, except between the following points, where it will be laid as a double line:—

In Station-road, Hebburn, between points respectively 40 yards north-west and 40 yards

south-east of the centre of the bridge over the South Shields Branch of the North Eastern Railway at Hebburn Station.

In Station-road and Carr-street between a point in Station-road 40 yards south-east of the corner of Carr-street, and a point in Carr-street 40 yards north-east of the said corner. In the public road between the C and A pits of the Hebburn Colliery Company, between points respectively 5 yards and 65 yards north-east from the south-eastern corner of the boundary wall of the premises of the C pit.

In the road between Lowlane-row and Blakett-street between points respectively 90 yards and 30 yards west from the west end of Blakett-street.

In Western-road between points respectively 120 yards and 40 yards west of the centre of Berkley-street, and between the centre of James-street and a point 80 yards east thereof.

In Queen's-road and Lord-street between a point in Queen's-road 20 yards west from the centre of Lord-street, and a point in Lord-street at the centre of Stead-street.

Tramway No. 3.—A tramway situate wholly in the townships of Westoe and South Shields, or one of them, in the parish of Jarrow and borough of South Shields, commencing by a junction with Tramway No. 1 in Laygate-lane, at the centre of Frederick-street, thence passing along Laygate-lane (across the level crossing in that lane of the North Eastern Railway ballast wagon-way), into and along Dean-lane, in front of Westoe-terrace, passing over the sites of the houses near the east end of Westoe-terrace, into and along Westoe-lane (over the bridge carrying that lane over the said wagon-way), Fowler-street, and Mile End-road; and terminating in that road at the centre of Bath-street.

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, between the point of commencement of the tramway and a point 30 yards east of its point of commencement.

In Laygate-lane and Dean-lane, between a point in Laygate-lane, 40 yards north-west of the centre of Dean-lane and a point in Dean-lane 40 yards east of the centre of Laygate-lane.

In Dean-lane and Westoe-lane, between a point in Dean-lane 80 yards east of the centre of Wawn-street and a point in Westoe-lane, opposite the centre of the Infirmary gates.

In Westoe-lane, between points respectively 30 yards and 100 yards north of the south corner of Charlotte-terrace.

In Mile End-road, between the centre of Alderson-street and the termination of the tramway.

Note.—Wherever in this notice in the description of any tramway 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.

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 South Shields-road, in the district of Hebburn, on both sides, between points respectively 37 yards south and 37 yards north of Whinney-lane, and between points respectively 37 yards west and 37 yards east of the road leading to

Hebburn Red House, and (in the district of Hebburn and in the borough of Jarrow) on both sides between points respectively 94 yards and 20 yards west of the Pontop and Jarrow wagon-way.

In Albert-road, Jarrow, on both sides between a point 27 yards west of Maud-street and Henry-street.

In Swinburne-street, on both sides, between points respectively 20 yards west, and 20 yards east of the centre of the bridge over the Little Don.

In South Shields-road, in the borough of South Shields, on both sides, between points respectively 32 yards and 58 yards north-east of the south-west corner of Tyne Dock Warehouse, and between a point 18 yards south of Thornton-street, Corstorphine Town, and the centre of Windmill-hill.

In Commercial-road and Laygate-lane on both sides between points respectively 29 yards and 177 yards north-east of the bridge carrying that road over St. Hilda's wagon-way.

In Laygate-lane, on both sides, between Green-street and a point 29 yards west of Green-street.

In Green-street, on both sides, between Laygate-lane and a point 31 yards north of Laygate-lane.

In Cuthbert-street and Station-road, on both sides, between points respectively 2 yards and 38 yards north of John-street.

In Church-row, on both sides, throughout its entire length.

In King-street, on both sides, between the Market-place and a point 38 yards from the Market-place.

In East King-street and Ocean-road, on both sides, between Salem-street and a point opposite to the north corner of the Marine Hotel.

Tramway No. 1b.

In South Shields-road, in the borough of South Shields, between the south end of Stoke-row and the south end of Turncoat-row, on both sides.

Tramway No. 2.

In Station-road, Hebburn, on both sides, between points respectively 40 yards north-west and 40 yards south-east of the centre of the railway bridge.

In the road between the C and A pits of the Hebburn Colliery Company, on both sides, between the south-east corner of the boundary wall of the premises of the C pit and the west side of Quality-row.

In the roadway over the bridge crossing the disused colliery wagon-way at the west end of Blackett-street, on both sides.

In Western-road, on both sides, between points respectively 120 yards and 40 yards west from the centre of Berkley-street, and between James-street and a point 80 yards east of that street.

In Queen's-road and Lord-street, on both sides, between a point in Queen's-road 20 yards west from the centre of Lord-street and the centre of Stead-street at its junction with Lord-street.

Tramway No. 3.

In Laygate-lane, South Shields, on both sides, from opposite Frederick-street to a point 30 yards east of that street, and for a distance of 20 yards north-west from Dean-lane.

In Dean-lane, on both sides, for a distance of 20 yards east from Laygate-lane, and between Marsden-street and Westoe-lane.

In Fowler-street, on both sides, from Keppel-street to Ocean-road.

In Mile End-road, on both sides, between Ocean-road and the centre of Bath-street.

It is not intended to run upon the tramways

carriages or trucks adapted for use upon railways.

The proposed tramways will be laid on a gauge of 3 feet 6 inches, or such other gauge as may be prescribed in the intended Act.

To authorise the Company to work and use the proposed tramways by steam or other mechanical or motive power, or by animal power, or by all or any of those means.

To empower the Company from time to time to make and maintain (either temporarily or permanently) and to alter or remove all such crossings, 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 to any stables, carriage-houses, buildings, sheds, or other works and premises of the Company, or to or into any stations or premises of the North Eastern Railway Company, and of any other Railway or Canal 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, in any parish, township, extra-parochial or other place mentioned in this notice or adjacent to any such parish, township, extra-parochial or other place, and to maintain so long as occasion may require a substituted tramway or substituted tramways.

To reserve to the Company and their lessees the exclusive right of using, on any tramways to be constructed under the powers of the intended Act, carriages having flange-wheels, or other wheels specially or particularly adapted to run on an edge rail, or on grooved or other rails.

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, Corporations, or bodies other than the Company with carriages with flange-wheels, or other wheels specially or particularly adapted to run on an edge or grooved or other rail, and to authorise and give effect to agreements between the Company and any other persons, Corporations, or bodies, for the use of the proposed tramways and works with such carriages, and to confer all necessary powers in that behalf on all such persons, Corporations, and bodies.

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 the mode of constructing such engines and carriages; 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 respective local or road authority, or any of them, 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 licences 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 authorise 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 exempt the Company and their lessees from payment of the whole or some portion of any highway or other rate or assessment in respect of the whole or any portion of any street, road, or place, upon or along which any of the proposed tramways or works may 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 any local or road 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 board, or other local or road authority, trustees, bodies, 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, chairs, 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 sum, 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 the owners of any private lands acquired or to be acquired by the Company for the construction of any of the proposed tramways, for or with respect to the formation, maintenance, or user of roadways over such lands, and also to agree with any local or road 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 or road authority of the district in which the same is situate, and for the maintenance thereof as a public highway, 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 or landowner 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 authorise 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, highways, lanes, turnpike and other roads and ways (public and private), and thoroughfares, bridges, railways, tramways, canals, towing paths, streams, rivers, watercourses, aqueducts, culverts, drains, sewers, pavements, gas and water mains and pipes, and electric telegraph poles, pipes, tubes, wires, and apparatus, and to extinguish all rights of way over any portion of street or road to be so stopped up or diverted, and to vest the site and soil thereof in the Company or adjoining owners, or as may be prescribed by the intended Act, and to remove, alter the position of or otherwise interfere with wagon-ways, tramways, railways, rails, sleepers, plates, or other works laid down in or along, across, or by the side of any street or road in which the proposed tramways are intended to be laid, and also to ease or improve the gradients or inclinations, and to straighten or set back the edge or kerb of the footpaths or pavement 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; and also to empower the Company to widen and strengthen, or to pull down, rebuild, and improve 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 re-instating 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 empower the Company to sell and transfer the whole or any portion of their undertaking to the Gateshead and District Tramways Company, and to empower that Company to purchase and acquire the same by agreement, and to raise additional share and loan capital for that purpose, and also to provide for the amalgamation of the undertakings of the two Companies.

To require the two Companies, and all Companies and persons working the tramways of the two Companies, to book and invoice through traffic of every description over the tramways of the one Company to, from, and beyond the tramways of the other Company, and by means of through carriages and vehicles, and by other facilities to provide for the full and free interchange, passage, transmission, accommodation, and delivery of the traffic to and from, over and beyond the tramways of the two Companies respectively, and for the division of the tolls, rates, and charges received from such traffic; and to provide for the settlement, by arbitration, of disputes between the two Companies or other Companies and persons aforesaid, arising out of the foregoing matters; and to authorise the two Companies and such other Companies and persons aforesaid to enter into, and to alter and rescind, agreements for effecting the foregoing purposes; and to authorise the appointment of joint committees for carrying such agreements into effect, and to make all other proper and necessary provision for effecting the foregoing purposes.

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 alterations, 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 Railways 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 Gateshead and District Tramways Act, 1880," and 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 of 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 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Durham, at his office in the Exchequer Buildings, in the city of Durham, 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 any of the proposed tramways and works will be made, or in which any lands, houses, or other property intended to be taken are situate, with a copy of this notice published as aforesaid 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 such extra-parochial place, at his residence.

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

Dated this 16th day of November, 1880.

Bircham and Co., 46, Parliament-street,
Westminster, Solicitors.

H. O. Soutter, 38, Parliament-street,
Westminster, Parliamentary Agent.

Mahane and Graham, South Shields,
Solicitors.

In Parliament.—Session 1881.

Stockton Bridge.

(Amendment or Repeal of Stockton Bridge Act of 1762; Removal of Existing and Erection of New Bridge at Stockton-on-Tees; Sale of Site and Materials of existing Bridge; Compulsory Purchase of Lands; Application and Raising of Money by the Corporation of Stockton and the South Stockton Local Board; Powers to North Eastern Railway Company to make Free Grants of Lands for Approaches, and to enter into Contracts and Agreements with the Promoters; Contributions by the Justices of the Peace for the North Riding of the County of York, the Justices of the Peace for the County of Durham, and the Tees Conservancy Commissioners; Incorporation and Amendment of Acts, and other purposes).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Mayor, aldermen, and burgesses of the borough of Stockton, in the county of Durham, and the Local Board of Health for the district of South Stockton, in the North Riding of the county of York and in the county of Durham (hereinafter called "the Promoters"), for an Act for all or some of the following objects and purposes (that is to say):—

1. To alter, amend, extend, and so far as may be necessary or expedient to repeal an Act of Parliament passed in the second year of the reign of his late Majesty King George the III, intituled "An Act for building a bridge cross the river Teese, at or near the ferry, in the parish of Stockton, in the county of Durham."

2. To enable the Promoters to take down and remove the existing stone bridge constructed under the powers of the above-mentioned Act, and known as Stockton Bridge, and the abutments, piers, foundations, walls, and supports thereof. To sell, convey, and absolutely dispose of the lands forming the site of the north and south abutments and approaches of, and also the materials of the existing bridge, and of the abutments, piers, foundations, walls, and supports thereof, by public auction or private contract in

one or more lots, at such price or prices, and subject to such special or other conditions, and generally in such manner and at such time or times as the Promoters shall, in their absolute discretion, think fit, or otherwise as the Bill may prescribe. To apply the proceeds of such sale in or towards the proportions intended to be incurred by the Promoters of the cost of the bridge and works hereinafter described.

3. To enable the Promoters to make and maintain:—

(a.) A public carriage road bridge crossing the river Tees, commencing in the parish of Stockton-upon-Tees, in the county of Durham, at a point in the timber yard of Messrs. Joseph Ventress and Sons, distant 46 feet or thereabouts, measured in a straight line in a southerly direction from the south-east angle of the western abutment of the existing Stockton Bridge, at the springing of the arch, and terminating in the parish of Thornaby, in the North Riding of the county of York, at a point in a piece of vacant land formerly the property of Jonathan Hauworth, but now of the North-Eastern Railway Company, distant 57 feet or thereabouts, measured in a straight line in a southerly direction from the south-west angle of the eastern abutment of the said existing Stockton Bridge, at the springing of the arch.

(b.) An approach road wholly in the parish of Stockton-upon-Tees, in the county of Durham, commencing at a point in Bridge-road distant 155 feet or thereabouts, measured in a straight line in a north-westerly direction from the south-west angle of the Alexandra Hotel, and terminating at a point in the said timber yard of the said Messrs. Joseph Ventress and Sons at the said point of commencement of the said proposed bridge.

(c.) An approach road, wholly in the parish of Thornaby, in the North Riding of the county of York, commencing in the Thornaby-road, at a point distant 16 feet or thereabouts, measured in a straight line in a southerly direction from the south-eastern angle of the Bridge Coffee Tavern, situate at the junction of Thornaby-road with Bridge-street, and terminating in the said piece of vacant land formerly the property of Jonathan Hauworth, but now of the North Eastern Railway Company, at the said point of termination of the said proposed bridge.

4. The said bridge, approach roads and other works to be authorised by the Bill, will pass from, in, through, or into the parishes, townships, townlands and extra parochial places following, that is to say, Stockton-upon-Tees, in the county of Durham, and Thornaby and Stainton, both in the North Riding of the county of York.

5. In the construction of the bridge and approaches, to make a carriage way, and also such footways as may be found necessary or expedient.

6. To make and maintain all necessary embankments, abutments, viaducts, piers, wharves, walls, fences, drains, stairs, buildings, works, and conveniences connected with the said bridge approaches, carriage ways, and footways.

7. To deviate laterally and vertically from the line and levels of the intended works shown upon the deposited plans and sections hereinafter mentioned.

8. To cross, divert, stop up, and interfere with, and to make junctions and communications with, streets, roads, passages, and places; also to cross, divert, stop up, and interfere with sewers, drains, mains, pipes, culverts, tunnels, telegraph and other apparatus; and to execute and do all such

works, matters, and things as may be deemed expedient for the purposes of the Bill.

9. To widen, narrow, straighten, deepen, lessen the depth of, and embank, if, and so far as may be necessary for the purposes of the Bill, the said river Tees, and for the same purposes to construct either temporarily or permanently any works in, over, or upon the banks and shores thereof, at, or near the said proposed works.

10. To make and enforce all such bye-laws as may be necessary for the protection of the bridge approaches and works.

11. To purchase, and, if need be, by compulsion, all such lands, houses, and other property as may be required for the purposes of, or in connection with, the said bridge and works, or with the approaches thereto, or as will be included within the limits to be defined upon the deposited plans, also easements and rights in and over any such lands, houses, and other property, or in and over the river Tees and the banks, bed, soil, and foreshore thereof, and to vary and extinguish any such easements or rights, and all such other rights, easements, and privileges as may be necessary in the attainment of any of the objects of the Bill.

12. To purchase so much only of any property as may be required for the purposes of the Bill, and to exempt the Promoters from the liability imposed by the 92nd section of the Lands Clauses Consolidation Act, 1845, and, if deemed expedient, from the provisions of the said Act, with respect to the sale of superfluous land.

13. To sell, convey, lease, and otherwise dispose of any lands, houses, and property, or any easement, right, or privilege in or over the same which may be acquired under the powers, and may not be required for the purposes of the Bill, and to execute all such works, and exercise all such other powers as may be incidental or necessary to any of the objects of the Bill.

14. To authorize the Promoters for the purposes of the Bill, and in relation thereto, to apply any of the moneys belonging to them, or under their control, or which they may be authorized to raise or receive for the purposes of the Bill, and to borrow further moneys.

15. To empower the Promoters to raise such sums of money as may be necessary for the purposes of the Bill on the security of the borough fund and borough rate of the borough of Stockton, and the general district rate of the district of South Stockton respectively, or either of them, or by such other means as shall be provided by the Bill, and to apply the aforesaid borough fund, borough rate, and general district rates respectively, to the purposes of the Bill.

16. To make provision with respect to the expenses to be incurred by the Promoters in the execution of the bridge and works to be authorised by the Bill for enabling and for requiring the Justices of the Peace for the North Riding of the county of York, the Justices of the Peace for the county of Durham, and the Tees Conservancy Commissioners to contribute thereto and to raise and apply moneys for that purpose, and to make provision for enabling the Promoters to recover from such respective Justices and Commissioners such contributions and other expenses as aforesaid, and to authorise the application of the respective county rates, conservancy rates, and revenues, or other funds under the control of such respective Justices and Commissioners, to all or any of the purposes of the Bill.

17. To enable the Promoters and the said Justices and Commissioners, and the North Eastern Railway Company, or any of them, to enter into contracts and agreements in relation to any of the matters aforesaid, and if necessary

to confirm any such contracts or agreements by the Bill. To declare that the said Justices, after having made and paid such contributions as aforesaid, shall be and continue freed and discharged of and from all and every debt, claim, or liability in any way relating to the said bridge and other works, or to the construction, maintenance, or repair thereof.

18. To limit the weights which shall be allowed to pass over the bridge, to make bye-laws for regulating the traffic of, and maintaining and protecting the said bridge and works, to inflict and recover penalties for offences, and to confer, vary, or extinguish other rights and privileges.

19. To incorporate with the Bill, subject to certain exceptions, the provisions of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Consolidation Act, 1845" (with respect to the temporary occupation of land), and to vary and extinguish all rights, easements, and privileges which would or might impede or interfere with the execution of any of the objects of the Bill, and to confer upon the Promoters other rights, easements, and privileges.

20. Duplicate plans and sections describing the line, situation, and levels of the proposed works, and showing the lands, houses, and other property in or through which the works will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, 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 Durham at his office in Durham, and with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton, and that on or before the said 30th day of November a copy of so much of the said plans, sections, and books of reference as relate to the several parishes or extra-parochial places in or through which the said intended works are proposed to be made or maintained, and a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of a parish 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 adjoining parish at his residence.

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

Dated this 17th day of November, 1880.

H. G. Faber, Stockton-on-Tees;

Mat. B. Dodds, Stockton-on-Tees;

Solicitors for the Bill.

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

In Parliament.—Session 1881.

London Suburban Market Company (West-end Market.)

(Incorporation of Company; Construction of Market, Slaughter-houses, Shops, Offices, and other Buildings and Approaches thereto; Establishment of Cattle Fairs; Purchase or Lease of Lands and Houses; Levying of Tolls and Rates; Prohibition of Sale and Exhibition of Animals, Stock, and Produce in Streets; Bye-Laws; Regulating Driving of Cattle; Incorporation of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company (hereinafter referred to as

No. 24906.

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"the Company"), and to confer upon them all or some of the powers following, that is to say:—

1. To establish a market, wholly in the parish of Chiswick, and in the county of Middlesex, and to erect and maintain all suitable market-houses, buildings, and approaches in connection therewith, for the sale of live and dead stock, horses, and other animals, hay, corn and other cereals, and fruit, vegetables, fish, meat, and other marketable commodities, upon the lands herein-after mentioned, or some part or parts thereof.

2. To erect and maintain, with all approaches thereto, such buildings, including slaughter-houses, shops, warehouses, offices, cellars, as may be conveniently holden and enjoyed in connection with a market.

3. To establish a fair or fairs for the sale of horses, cattle, and other stock within the said market, to be held at such times and places, and under and subject to such regulations, as may be prescribed by the Act.

4. To purchase or acquire by compulsion or agreement, or to take on lease, with or without powers of purchasing the reversion thereof, for the purposes of the Bill, the following property, to wit:—

The land following, wholly situate in the parish of Chiswick, in the county of Middlesex, and belonging, or reputed to belong, to the Lords of the Manor of the Prebend Manor of Chiswick:—Two several pieces or parcels of market garden grounds (separated from each other by the line of railway on the London and South Western Railway Company, with a roadway from each to the other under the same line of railway), and a dwelling-house, barns, stabling, and other buildings upon one of them; also three closes or parcels of meadow or pasture land adjoining the north end, or part of the northernmost, of the aforesaid two pieces or parcels of market garden ground, and containing altogether 18 acres or thereabouts; and as to the whole, bounded on the south end, or part thereof, by the high road from Hammer-smith to Turnham-green and Brentford; on the east in part by the public road called New-road, otherwise Goldhawk-road; and in the remaining part by a narrow public road branching out of the said New-road, otherwise Goldhawk-road, and leading towards the site of the old Roman-road near Stamford Bridge; on the north by common or commonable lands belonging, or reputed to belong, to the Lords of the Prebend Manor of Chiswick; and on the west side, or part, by a coal depôt, with offices and buildings thereon, and by land behind the same coal depôt, with a lodge and buildings thereon, belonging, or reputed to belong, to the North and South Western Junction Railway Company, and lying between the lands and premises proposed to be taken and the line of railway of the said North and South Western Junction Railway Company.

Also the land or ground under and contiguous to the railway arches (20 in number) of the portion of the line of railway of the said London and South Western Railway Company before mentioned or referred to.

5. To construct all necessary approaches to the said market.

6. To purchase or take a lease of such additional lands as may be necessary for the purposes of the proposed market or any other purpose of the Bill, and to take a lease or acquire the user of the lands and arches lying below so much

of the arches of the London and South Western Railway as crosses the lands mentioned in paragraph 4 hereof; and to grant leases, licenses, or otherwise to dispose of any stalls, holdings, rights, or conveniences connected with the market, undertaking, and buildings, and to sell or lease the undertaking, or any part thereof.

7. To cross, stop up, alter, divert, or discontinue all sewers, drains, gas and water pipes, telegraph apparatus and other things on, under, or over the lands and other property so to be acquired, and to vary and extinguish all existing rights and privileges connected with any lands to be purchased, acquired, or appropriated for the purposes of the said Bill, and which would in any manner impede or interfere with the purposes thereof, or any of them, and to confer, vary, or extinguish other rights and privileges.

8. To empower the Company to levy and collect rents, rates, tolls, stallages, dues, and charges in or in respect of the market, market-places, market-houses, shops, warehouses, offices, and cellars, and other works and conveniences, to be established and regulated under the powers of the Bill, and to confer, vary, or extinguish exemptions from the payment thereof, and of any existing tolls, stallages, rates, and dues leviable within the said district, and to confer, vary, or extinguish other rights or privileges.

9. To enable the Company to raise the capital necessary for their undertaking by shares, preferential or otherwise, and by borrowing, or by all or any of those means.

10. To prohibit the holding of any other market within a radius of 3 miles of the proposed market, and to prohibit or restrict the sale or exhibition, other than in shops and enclosed buildings, of any animals or things hereinbefore enumerated, or any other commodities or produce, in the streets and public places in the district within the said radius elsewhere than in the market to be established, under and in such manner as may be provided for by the Bill, and to impose penalties and make bye-laws and provisions for the government and regulation of the said market, and of persons frequenting and using the same, and for enforcing such prohibitions, restrictions, and regulations as aforesaid.

11. To regulate the mode of driving or leading or conveyance of cattle, horses, sheep, pigs, and other animals in or through any of the streets, roads, or thoroughfares leading to the said market.

To incorporate in the Bill, either wholly or in part, "The Lands Consolidation Acts, 1845, 1860, and 1869;" "The Markets and Fair Clauses Act, 1847;" "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1869," and "The Companies Clauses Act, 1869," and other general Acts, with such alterations and modifications as may be deemed necessary.

And notice is hereby further given, that on or before the 30th day of November instant, plans of the lands, houses, and other property to be acquired for the purposes of the Bill, with a book of reference to such plans containing the names of the owners, lessees, and occupiers of those lands, houses and other property; and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell-green, in the said county; and that on or before the same day a copy of the said plans, sections, and book of reference, and a copy of this notice, as published in the London Gazette, will be deposited with

the Parish Clerk of the parish of Chiswick aforesaid, at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1880.

Dated this 19th day of November, 1880.

Hy. Bird, Uxbridge, Solicitor.

Fredk. Gale, 43, Parliament-street, Westminster, S.W., Parliamentary Agent.

In Parliament—Session 1881.

Parts of Holland and Sutton Bridge Water. (Incorporation of Company; Construction of works; Supply of water to Braceborough, Wilsthorpe, Greatford, Baston, Langtoft, Barholm, Stowe, West Deeping, Tallington, Uffington, Market Deeping, Deeping St. James, and Deeping St. Nicholas, in the parts of Kesteven, in the county of Lincoln; and Deeping St. Nicholas, Pinchbeck, Spalding, Peakhill, Cowbit, Weston, Moulton, Whaplode, Holbeach, Fleet, Gedney, Sutton St. Nicholas or Lutton, Sutton St. Edmunds, Sutton St. James, and Sutton St. Mary, in the parts of Holland, in the county of Lincoln; Compulsory purchase of lands and easements; Power to levy rates; Agreements with local authorities and others; 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 (hereinafter called the Bill) for all or some of the following purposes:—

To incorporate a Company (hereinafter referred to as "The Company") and to authorise the Company to supply water for all purposes within the parishes, townships, extra-parochial, and other places following: (that is to say): Braceborough, Wilsthorpe, Greatford, Baston, Langtoft, Barholm, Stowe, West Deeping, Tallington, Uffington, Market Deeping, Deeping St. James, and Deeping St. Nicholas, in the parts of Kesteven, in the county of Lincoln; and Deeping St. Nicholas, Pinchbeck, Spalding, Peakhill, Cowbit, Weston, Moulton, Whaplode, Holbeach, Fleet, Gedney, Sutton St. Nicholas, or Lutton, Sutton St. Edmunds, Sutton St. James, and Sutton St. Mary, in the parts of Holland, in the county of Lincoln, or some of them, or some part or parts thereof.

To authorise the Company to make and maintain all or any of the works hereinafter described (that is to say):—

1. A well or tank, situate wholly in the parish of Braceborough, in a field immediately adjacent to and bounded on the south-east by the railway from Bourne to Essendine, and on the north-east by the Braceborough Spa Stream, and the centre of such well or tank will be situate 300 yards or thereabouts from the eastern end of the Braceborough Spa Station, and 170 yards or thereabouts from the south-west angle of Braceborough Spa House.
2. A conduit or line of pipes commencing in the said parish of Braceborough; in, from, or out of the said tank or well, firstly hereinbefore described, at the south-eastern corner of the said field, and terminating in the parish of Cowbit at a point in fields on the north side of the public road called Stonegate, at a point distant 120 yards or thereabouts, measured in a northerly direction from the north end of the Cowbit passenger station building, and 100 yards or thereabouts, measured in a south-westerly direction, from the

north-west angle of the goods station building at Cowbit Station.

3. A pumping station wholly in the said parish of Cowbit, upon land not exceeding one acre in extent, being parts of two fields situate on the north side of Stonegate aforesaid, and the centre of which pumping station will be distant 120 yards or thereabouts measured in a northerly direction, from the north end of the Cowbit passenger station building, and 100 yards or thereabouts, measured in a south-westerly direction, from the north-west angle of the goods station building at Cowbit Station.
4. A conduit or line of pipes commencing at the pumping station thirdly hereinbefore described, at a point distant 120 yards or thereabouts, measured in a northerly direction, from the north end of the Cowbit passenger station building, and 100 yards or thereabouts, measured in a south-westerly direction, from the north-west angle of the goods station building at Cowbit Station, and terminating in the parish of Sutton St. Mary, in a field or plot of ground immediately adjoining the west side of the Sutton Bridge Dock Branch Railway at Sutton Bridge, at a point in that field distant 75 yards or thereabouts, measured in a northerly direction, from the centre of the level crossing where the said Dock Branch Railway crosses the public road from Long Sutton to Sutton Bridge.
5. A tank or service reservoir in the said field or plot of ground immediately adjoining and at the west side of the said Sutton Bridge Branch Railway at Sutton Bridge, and the centre of such tank or service reservoir will be distant 75 yards or thereabouts, measured in a northerly direction, from the centre of the said level crossing.

All the said tanks, pumping stations, service reservoirs, conduits, and lines of pipes and other works will be made or will pass from, through, or into, and the lands which will be taken for the purpose thereof, are situate in the parishes or places following or some of them, that is to say—Braceborough, Wiltshorpe, Greatford, Baston, Langtoft, Barholm, Stowe, West Deeping, Tallington, Uffington, Market Deeping, Deeping St. James, and Deeping St. Nicholas, in the parts of Kesteven, in the county of Lincoln; Deeping St. Nicholas, Pinchbeck, Spalding, Peakhill, Cowbit, Weston, Moulton, Whaplode, Holbeach, Fleet, Gedney, Sutton St. Nicholas or Luton, Sutton St. Edmunds, Sutton St. James, and Sutton St. Mary, in the parts of Holland, in the county of Lincoln.

To authorise the Company to deviate in the construction of the several before-mentioned works, laterally, within the limits to be shown upon the plans hereinafter mentioned, and vertically to any extent from the levels of the works shown upon the sections hereinafter mentioned, or as shall be authorised by the Bill.

In connection with the aforesaid works, to construct and maintain in the parishes and places aforesaid, mains, pipes, culverts, cuts, drains, sluices, engines, stand-pipes, machinery, apparatus, approaches, buildings, wells, shafts, drifts, adits, tanks, embankments, roads, ways, tunnels, filtering beds, dams, engines, and other works and conveniences for collecting, filtering, storing, and distributing water.

To lay down and maintain pipes, culverts, and other works and conveniences, in, under, over, or across, and to cross, break up, alter, divert, or

stop up (either temporarily or permanently) roads, highways, footpaths, streets, public places, bridges, canals, streams, towing paths, wharves, railways, tramways, sewers, drains, rivers, streams, brooks, and watercourses, gas, water, and other pipes, and telegraph apparatus, in the parishes, townships, extra-parochial and other places, before mentioned, or some of them, for all or any of the purposes of the Bill.

To empower the Company to take, impound, collect, appropriate, divert, use, supply, and distribute the waters of Braceborough Spa Stream and of any brooks, springs, and streams shown on the plans hereinafter mentioned, or on, in, under or near the site of or which can or may be intercepted by means of the proposed works, and on, in, and under the lands to be taken for the purposes thereof and of the Bill.

To make provision with respect to the quantity or amount (if any) of compensation water or otherwise to be given by the Company, in respect to the proposed taking and impounding or diverting of waters under the powers of the Bill for the benefit or protection of the owners, lessees, and occupiers of mills and works and other persons interested in the waters to be so taken, impounded or diverted.

To purchase by compulsion or agreement, and to take on lease, and also to take grants or easements of and other rights and privileges over lands, houses, springs, streams, waters, and other hereditaments in the said parishes, townships, and other places aforesaid, required for the purposes of the said intended works or any of them or of the Bill, and the Bill will or may vary or extinguish any rights or privileges connected with any such lands, houses, springs, streams, waters, and other hereditaments.

To empower the Company by agreement to purchase, acquire, or take on lease, and to hold lands, houses, buildings, and other hereditaments within the parishes aforesaid, or terms, estates, interests, easements, rights or privileges in, over, or affecting the same, and to sell and dispose of, or let on lease, or otherwise from time to time, any works, lands, houses, and property of the Company for the time being, and the Bill will or may vary or extinguish all or any rights, easements, or privileges in, over, or affecting any lands which, or any term, estate, interest, easement, right or privilege in, over, or affecting which the Company may purchase, acquire, or take as aforesaid.

To supply water for domestic, trading, public, sanitary, and all other purposes, and to levy, demand, take, collect, and recover rates, rents, remuneration, and charges in respect of such supply of water, and to sell or let meters and fittings, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges.

To make proper provisions for the protection of the works, property, and water supply of the Company, and for defining and regulating such supply, and for preventing the waste, illegal use, abstraction, or misuse, or the wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto, and for imposing and recovering penalties in respect of all or any of such matters.

To enable the Company, on the one hand, and any sanitary authority, Company, Corporation, Local Board, public body, officers, or persons on the other hand, to enter into and carry into effect contracts, agreements, and arrangements with respect to the supply by the Company to any such sanitary authority, Company, Corporation, Local Board, public body, officers, or persons, of water in bulk or otherwise for any public, sani-

tary, trading, or other purposes, and to authorise such sanitary authority, Company, Corporation, Local Board, public body, officers, or persons respectively, to apply their respective funds, and to raise further moneys for the purpose of any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made, with respect to the matters aforesaid.

To vary and extinguish any rights and privileges which will interfere with the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill (with or without modification or alteration) all or some of the provisions of "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Acts, 1863 and 1869," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to "The temporary occupation of lands near the railway during the construction thereof."

Duplicate plans and sections of the before-mentioned works, showing the situation, lines and levels thereof, and the lands and other property in, through, or under which the same will be made and maintained, together with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of the lands described on the plans, and intended to be taken under the powers of the Bill, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at Stamford, in that county; and with the Clerk of the Peace for the parts of Holland, in the county of Lincoln, at his office at Boston in that county; and on or before the same day a copy of so much of the plans, sections, and book of reference as relates to the several parishes, or extra-parochial places aforesaid, in which the works are intended to be made, or in which any lands or houses intended to be taken are situate, with a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the parish clerk of an adjoining parish at his residence.

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

Dated this 13th day of November, 1880.

Mossop and Mossop, Solicitors, Long Sutton.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster.

In Parliament.—Session 1881.

Waterford, Dungarvan, and Lismore Railway. (Extension of Time for Purchase of Lands and Completion of Works limited by the Company's Act, 1873: Legalisation of Level Crossing; Confirmation of Agreement with Great Western Railway Company; Power to state special Case for Opinion of Chancery Division of High Court of Justice, Ireland, or Railway Commissioners; Additional Capital; Payment of Interest or Dividend on such Capital; Extinguishment of Agreement between the Company and the Deferred Shareholders, &c.; Incorporation and Repeal, &c., of Acts, and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session thereof by the Waterford, Dun-

garvan, and Lismore Railway Company (hereinafter called The Company) for an Act (hereinafter called the intended Act) to give effect to the following or some of the following, among other purposes (that is to say):—

To extend the respective periods limited by "The Waterford, Dungarvan, and Lismore Railway (Extension) Act, 1878" (hereinafter called "The Act of 1878") for the compulsory purchase of lands and houses, and for the construction and completion of the Railway and Works authorised by that Act.

To authorise, sanction, or legalise the crossing on the level by the Company's Railway authorised by the Waterford, Dungarvan, and Lismore Railway Act, 1872 (hereinafter called "The Act of 1872"), of the public road numbered 4 in the townland of Boherawillin, in the parish of Modeligo, in the county of Waterford, on the plans and book of reference deposited with respect to that Act with the Clerk of the Peace for the county of Waterford in November, 1871.

To confirm and give due effect to a certain Agreement made and entered into between the Great Western Railway Company and the Company, and bearing date the 21st day of July, 1874, and also to confirm and give effect to all other agreements, contracts, or arrangements now entered into or hereafter during the progress of the Bill for the intended Act to be entered into between the said Companies and any other Company or Companies, person or persons, relating to any of the objects or purposes of the intended Act or in any way incidental thereto.

To authorise and empower the Company in the circumstances and manner which the intended Act will prescribe to obtain the opinion or judgment of the Chancery Division of the High Court of Justice in Ireland, or of the Railway Commissioners, or of such other tribunal, commissioners, public body, or persons as will be named in the intended Act, on any question, matter, or thing authorised to be decided, ruled, or adjudged under the provisions of the Waterford, Dungarvan, and Lismore Railway Act, 1873, (hereinafter called "The Act of 1873") by the arbitrators appointed under the said Act, and to make the opinion, rule, order, or judgment of the said Chancery Division, Railway Commissioners, or other tribunal, commissioners, public body, or persons final, binding, and conclusive on the said arbitrators and on the Company and on all parties whomsoever; and to enable the said Chancery Division, Railway Commissioners, or other tribunal, Commissioners, public body, or persons to do all needful and necessary acts for giving effect to the said opinion, rule, order, or judgment; and to enable the Company to do all necessary acts in relation to the several matters aforesaid, and to apply for such purposes any capital or funds now belonging to them or which they have power to raise.

To authorise the Company, for all or some of the purposes of the Act of 1872 as amended by the Act of 1873, to raise additional capital not exceeding £80,000 (hereinafter called "the Additional Capital") by the creation and issue of new shares or stock, and either as a separate capital or otherwise, and either with or without preference or priority of dividends or interest or with other privilege, and to attach to such additional capital a fixed dividend or interest not exceeding £4 per centum per annum, and from time to time to take, allocate, appropriate, or apply to the payment of such dividend or interest; and for such period as the intended Act will prescribe, so much of the guarantees or

sums payable from time to time by the county of the city of Waterford and by the several baronies of the county of Waterford under the Act of 1873, or so much of the net revenue of the Company available for dividend on the original share capital of the Company (not exceeding the annual sum of £3,200) as shall be necessary for such purpose. And the intended Act will provide that such dividend or interest shall be taken, allocated, appropriated, applied, or paid to the holders of the said additional capital from time to time in priority to and to the exclusion of all other persons whomsoever, whether shareholders in or creditors of the Company, and it will further provide that the sum from time to time necessary to pay the said dividend or interest shall be taken, allocated, appropriated, applied, or deducted in the proportions of one per cent. from the guarantee, dividend, or sum now from time to time paid or payable to the holders of portion of the original share capital of the nominal value of £200,000; called or known as the "preferred shareholders," and of one and one half per cent. from the guarantee, dividend, or sum now also from time to time paid or payable to the holders of other portion of the said original share capital of the nominal value of £80,000, called or known as the "deferred shareholders," or in such other proportions as the intended Act will define; and the said Act will vary, alter, annul, extinguish, or put an end to a certain agreement made the 4th November, 1876, between the Company and the deferred shareholders, and to all preferences, distinctions, liabilities, rights, or privileges created or existing thereunder or otherwise, and will confer other rights and privileges, and will also provide that the additional capital, or so much thereof as may from time to time have been created and issued, shall after the expiration of the period of 35 years mentioned in the Act of 1873 be entitled to rank *pari passu* with the original share capital of the Company as regards the payment of dividend or interest and otherwise, but so as not to authorise the deduction of interest at any greater rate than £5 per cent. per annum, mentioned in the 12th Section of the Act of 1873; and the intended Act will further provide that the creation and issue of the additional capital, or any part thereof, shall not in any way prejudice or interfere with the rights, remedies, or privileges of the county of the city of Waterford, or of the several baronies of the county of Waterford, and shall not impose upon the said county of the city or baronies any greater liability in respect of the payment of dividends or otherwise than that imposed by the Act of 1873.

To confer upon the Company all such powers, rights, authorities, and privileges which are or may become necessary for carrying the powers of the intended Act into execution, and to vary or extinguish all rights and privileges inconsistent with or which would in any manner impede or interfere with the carrying into complete effect any of the objects and purposes of the intended Act, and to confer other rights and privileges.

To confirm and give effect to any arrangement or agreement now entered into, or hereafter during the progress of the intended Act to be entered into with reference to all or any of the matters aforesaid, or to any of the objects of the intended Act or incidental or necessary thereto.

The intended Act may or will incorporate with itself all or some of the provisions of the Acts following or some of them, that is to say:—

"The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" and "The Companies Clauses Act, 1869;" "The Railways Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act 1860;" "The Railways Act (Ireland), 1851;" "The Railways Act (Ireland), 1860;" "The Railways Act (Ireland), 1864;" "The Railways Act (Ireland), 1869;" "The Railways Traverse Act, 1868;" "The Railways Clauses Act, 1863;" and "The Railway Companies Arbitration Act, 1859;" and any other Acts applicable to any of the purposes before mentioned.

And the intended Act will, alter, amend, vary, enlarge, or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—5 and 6 William IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company; the 35 and 36 Vict., cap. 106; 36 and 37 Vict., cap. 132; and any other Act or Acts relating to the Waterford, Dungarvan, and Lismore Railway Company.

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

Dated this 16th day of November, 1880.

Edmond Power, Clonmel, Solicitor.

P. Burrows Sharkey, Palace Chambers, 9, Bridge-street, Westminster, Parliamentary Agent.

In Parliament—Session 1881.

Greenwich Dock and Railway.

(Incorporation of Company; Construction of a Dock Railway and other Works in the Parish of Saint Alphage, otherwise Saint Alphege, Greenwich, in the County of Kent; Taking of Water from River Thames; Compulsory Purchase of Lands; Tolls, Rates and Duties; Leasing, &c., of Warehouses, Wharves, &c.; Powers to South Eastern Railway Company and Surrey Commercial Dock Company to raise and apply Moneys and contribute to the Undertaking; Running Powers over portions of South Eastern Railway, use of Stations and Levying of, and alteration of Tolls in respect of such portions, Working and Traffic Agreements and Arrangements with South Eastern Railway Company; Incorporation and Amendment of Acts.)

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

1. 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 Dock Railway and other works hereinafter described, which Dock Railway and works will be wholly situate in the parish of Saint Alphage, otherwise Saint Alphege, Greenwich, in the county of Kent, namely:

(a) A dock, consisting of three basins and two entrances, commencing in or on the bed of the river Thames, in Bugsby's Reach, at a point distant 270 yards or thereabouts, measured in a straight line in a north-westerly direction from the north-western corner of Angerstein's Wharf, and terminating in or on the bed of the river Thames in Blackwall Reach, at a point distant 100 yards or thereabouts, measured in a straight line

in a north-westerly direction from the north-west corner of a dwelling house belonging to the Telegraph Construction and Maintenance Company Limited, and in the occupation of Henry Martin Goodman.

(b) A short branch railway commencing by a junction with the existing railway of the South Eastern Railway Company on the London side of the Westcombe Park Station on that railway, at a point distant 292 yards or thereabouts measured along the railway from the western side of Coombe Farm-lane, and terminating in Greenwich Marshes, at the southernmost corner of the "Pilot" public house, Ceylon-place, with all proper and sufficient bridges, viaducts, rail-sidings, turntables, stations, approaches, roads, junctions, buildings, yards, and other works and conveniences connected therewith.

2. The scouring, dredging, and deepening of the bed, shore, and soil of the river Thames, at or near the intended dock, and the scouring, dredging, and deepening of all channels and waters from time to time forming a means of access to the dock and works.

3. 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.

4. To divert into and use for the purposes of the said dock the waters of the river Thames.

5. 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.

6. 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, main and other pipes, telegraph wires, tubes, and apparatus, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways, within the said parish of St. Alphage, otherwise St. Alphege, Greenwich, 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.

7. To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments, within the said parish of St. Alphage, otherwise St. Alphege, Greenwich, 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.

8. To enable the Company to levy tolls, rates, duties, dues, wharfage, and other charges on shipping, and on goods, animals, and persons, as well for the use of the intended dock, and other works and conveniences connected therewith as for the use of the intended railway and other works and conveniences connected therewith, 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.

9. To lease or grant the use or occupation of any basins, warehouses, buildings, wharves, 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.

10. To make provision for the management, use, regulation, and protection of the intended 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 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 dock and other works.

11. 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.

12. 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.

13. To authorise the South Eastern Railway Company (hereinafter referred to as the South Eastern Company) and the Surrey Commercial Dock Company respectively, or either of them, to subscribe and contribute funds towards the making and maintaining of the intended dock railway and works, or any part or parts thereof, and to take and hold shares in the capital of the Company, and to guarantee to and for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company; and to appoint directors of the Company; and to authorise the said South Eastern Company and the Surrey Commercial Dock Company respectively, or either of them, for all or any of the purposes of the Bill, to apply their funds and revenues, and to raise more money by the creation of new shares or stock in their undertaking, either with or without preference, priority, or guarantee, in payment of interest or dividend, and by borrowing.

14. 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 Company, and to alter the tolls, rates, and duties which the last-mentioned Company are now authorised to take, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

15. To empower the Company, and any company or persons for the time being working or using the dock and railway, or the dock or railway of the Company, any part or parts thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use, with their engines, carriages and waggons, officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, the portion of railway and station hereinafter mentioned, or some part or parts thereof (that is to say):—

So much of the South Eastern Railway as lies between the point of junction therewith of the intended railway hereinbefore described, and the Maze Hill Station on that railway, including that station.

And all sidings, approaches, water, watering,

places, buildings, works and conveniences upon or connected with the said portion of railway and station.

16. To empower the Company and the South Eastern Company from time to time to enter into and carry into effect, vary, 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 the proposed dock, and of their respective railways, railway 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 proposed dock, or the railways or stations of the contracting Companies, or either of them, the supply and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and profit arising from the proposed dock, and 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 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.

17. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

18. To alter, amend, extend and enlarge, and, if need be, to repeal the powers and provisions of the following Acts, local and personal (that is to say): 6th Will. iv, cap. 75; "The South Eastern Railway Act, 1863;" "The South Eastern Railway Act, 1870;" "The South Eastern Railway Act, 1872;" "The South Eastern Railway Company Act, 1876;" "The South Eastern Railway Act, 1877;" "The South Eastern Railway Act, 1878;" "The South Eastern Railway Act, 1879;" "The South Eastern Railway Act, 1880," and all other Acts relating to the South Eastern Railway Company, and 50 Geo. iii, cap. 207; 51 Geo. iii, cap. 66; 57 Geo. iii, cap. 62; 14 and 15 Vic., cap. 43; 22 Vic., cap. 30; 23 and 24 Vic., cap. 39; 27 and 28 Vic., cap. 31; and all other Acts relating to the Surrey Commercial Dock Company.

19. The Bill will or may incorporate, with such alterations or variations thereof as may be necessary or expedient, all or some of the provisions of the following Acts (that is to say):—"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 Harbours, Docks, and Piers Clauses Act, 1847;" "The Railways Clauses Acts, 1845 and 1863."

20. And notice is hereby also given that, or before the 30th day of November, 1880, 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 land so to be taken, an ordnance sheet with the intended line of railway delineated thereon; and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in that county, and for the parish of St. Alphage, otherwise St. Alphege, Greenwich, with the Clerk of the Greenwich

District Board of Works, at his office, No. 141, Greenwich-road, Greenwich.

21. 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 18th day of November, 1880.

Bristow and Shepherd, Greenwich, Solicitors for the Bill.

W. R. Stevens, 6, St. Thomas-street, Southwark, S.E.

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

In Parliament.—Session 1881.

Rotherham, Parkgate, and Rawmarsh Street Tramways.

(Incorporation of Company; Construction of Street Tramways to be worked by Animal or Steam power; Purchase of Lands; Tolls; Provisions for use of Tramways and Streets traversed; Agreements with and Powers to Public Bodies and Street Authorities.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company, and to enable the Company so to be incorporated (hereinafter called "the Company") to make and maintain the street tramways hereinafter described, or some or one of them, with all necessary and proper works and conveniences connected therewith respectively.

Note 1. The expression "centre line," used with reference to any street or road, is intended to mean an imaginary line drawn along the centre of that street or road.

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

1. The tramways intended to be authorised by the Bill are the following:—

A tramway (No. 1) commencing in the township of Rotherham and parish of Rotherham, at a point in Effingham-street 1 chain or thereabouts measured north from the intersection of the centre lines of Effingham-street and College-street, passing thence in a northerly direction along Effingham-street and the public bridge and approaches thereto over the River Don, thence in a northerly direction into and along the Rawmarsh (otherwise Rotherham) road, and over the bridges in that road across the River Dun Canal, the Rotherham and Mexbrough Branch of the Manchester, Sheffield and Lincolnshire Railway, and the Canal leading from the Parkgate Ironworks into the said River Dun Canal respectively, thence in a northerly direction into and along the Rawmarsh (otherwise Rotherham) road; under the bridge carrying the Midland Railway over that road, continuing along the said Rawmarsh (otherwise Rotherham) road, and into and along Broad-street, Parkgate, and terminating in the parish of Rawmarsh, at a point in Broad-street, at or near the intersection of the centre line of that street with the centre line of Bear Tree-street.

A tramway (No. 1 A) wholly in the township and parish of Rotherham, commencing in Effingham-street, at a point 8 feet, measured east, from the point of commencement of tramway (No. 1) as hereinbefore described, passing thence in a northerly direction along Effingham-street, and terminating in that street by a junction with tramway (No. 1) two chains from its commencement.

A tramway or passing place (No. 1 B), wholly in the township and parish of Rotherham, commencing at a point $1\frac{1}{2}$ chains south of the inter-

section of the centre lines of Norfolk-street and Effingham-street, and passing thence in a northerly direction along Effingham-street and terminating in that street by a junction with tramway (No. 1) at a point 3 chains from the point of commencement of tramway (No. 1 B).

A tramway or passing place (No. 1 C), situate wholly in the last mentioned township and parish, commencing in Effingham-street by a junction with tramway (No. 1), at a point 4 chains south of the intersection of the centre lines of St. Ann's-road and Effingham-street, and passing thence in a northerly direction along Effingham-street, and terminating by a junction with tramway (No. 1), at a point 3 chains from the said point of commencement of tramway (No. 1 C).

A tramway or passing place (No. 1 D), situate wholly in the township of Greasbrough and parish of Rotherham commencing by a junction with tramway (No. 1), at a point 1 chain, measured in a north-easterly direction from the intersection of the centre lines of the private carriage road leading to Wentworth Woodhouse, and the Rawmarsh (otherwise Rotherham) road, passing thence in a north-easterly direction along Rawmarsh (otherwise Rotherham) road, and terminating by a junction with tramway (No. 1) at a point 3 chains from the point of commencement of tramway (No. 1 D).

A tramway or passing place (No. 1 E), situate wholly in the parish of Rawmarsh, commencing by a junction with tramway (No. 1), at a point half a chain or thereabouts measured in a southerly direction from the point of intersection of the centre lines of Thomas-street and Rawmarsh (otherwise Rotherham) road, and passing thence in a northerly direction along Rawmarsh (otherwise Rotherham) road, and terminating by a junction with tramway (No. 1) at a point 3 chains from the point of commencement of tramway (No. 1 E).

A tramway or passing place (No. 1 F), situate wholly in the parish of Rawmarsh, commencing by a junction with tramway (No. 1) at the point of intersection of the centre lines of Stanley-street and Rawmarsh (otherwise Rotherham) road, passing thence in a northerly direction along Rawmarsh (otherwise Rotherham) road, and terminating at a point 3 chains from the point of commencement of tramway (No. 1 F).

A tramway or passing place (No. 1 G) situate wholly in the parish of Rawmarsh, commencing by a junction with tramway (No. 1) at the point of intersection of the centre lines of Taylors-lane and Rawmarsh (otherwise Rotherham) road otherwise Broad-street, passing thence in a northerly direction along the same road or street, and terminating by a junction with tramway (No. 1) at a point 3 chains from the commencement of tramway (No. 1 G).

A tramway (No. 1 H) wholly in the parish of Rawmarsh, commencing by a junction with tramway (No. 1) at a point 2 chains south of the termination of that tramway, and terminating at a point 8 feet from and on the east side of the termination of tramway (No. 1).

2. At the following places the tramways will be laid so that for a distance of 30 feet or upwards a less space than 9 feet and 6 inches will intervene between the outside of the foot-path on the sides of the streets or roads, and the nearest rail of the tramways, that is to say:—

- (1) In Effingham-street on both sides thereof from the point of commencement of tramway (No. 1), along the whole length of Effingham-street to the point of intersection of Effingham-street and St. Ann's-road.
- (2) In Rawmarsh (otherwise Rotherham) road,

on both sides thereof, from the point of intersection of the centre lines of the bridge-way over the River Don and the Rawmarsh (otherwise Rotherham) road for a distance of $5\frac{1}{2}$ chains measured north along the said road.

(3) In Rawmarsh (otherwise Rotherham) road, on both sides thereof, for a distance of $1\frac{1}{2}$ chains, measured north, and $1\frac{1}{2}$ chains measured south, from the centre of the bridge over the River Dun Canal.

(4) In Rawmarsh (otherwise Rotherham) road, on the south-east side thereof, from the commencement of the tramway or passing place (No. 1 D), for a distance of 3 chains measured in a north-easterly direction along the Rawmarsh (otherwise Rotherham) road.

(5) In Rawmarsh (otherwise Rotherham) road, on both sides thereof, from the centre of the bridge over the canal leading from the Parkgate Ironworks to the River Dun Canal, for a distance of $1\frac{1}{2}$ chains measured in a north-easterly direction, and $1\frac{1}{2}$ chains measured in a south-westerly direction, along the last-mentioned road.

(6) In the Rawmarsh (otherwise Rotherham) road, on both sides thereof, from a point $1\frac{1}{2}$ chains south of the Rotherham parish boundary, which crosses the said road at Little bridge, for a distance of 3 chains measured in a northerly direction along the said road.

(7) In the Rawmarsh (otherwise Rotherham) road, on the east side thereof, from the commencement of tramway or passing place (No. 1, E), for a distance of 3 chains measured in a northerly direction along the said road.

(8) In Rawmarsh (otherwise Rotherham) road, on both sides thereof, from a point 2 chains south of the centre of the bridge carrying the Midland Railway over that road, for a distance of 4 chains measured in a northerly direction along that road.

(9) In the Rawmarsh (otherwise Rotherham) road, on the east side thereof, from the commencement of tramway or passing place (No. 1 F), for a distance of 3 chains measured in a northerly direction along that road.

(10) In Rawmarsh (otherwise Rotherham) road, otherwise Broad-street, Parkgate, on the east side thereof, from the commencement of tramway or passing place (No. 1 G), for a distance of 3 chains measured in a northerly direction along that road or street.

(11) In the last-mentioned road or street on the east side thereof, from the termination of tramway (No. 1 H) to a point 2 chains south thereof, measured along Broad-street.

3. The said tramways hereinbefore described will pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places following: Rotherham, Kimberworth, Greasbrough and Rawmarsh.

4. Each of the said tramways will consist of a single pair of rails on the gauge of 4 feet and $8\frac{1}{2}$ inches, but it is not intended to run on the tramways carriages or trucks adapted for use on railways, and it is intended to authorise the Company to work and use the proposed tramways by steam or other mechanical or motive power, or by animal power, or by any or any of those means.

5. And it is intended by the Bill to effect the objects following, or some of them:—

To empower the Company to acquire, by compulsion or agreement, or to take on lease lands, buildings or hereditaments, or rights or ease-

ments therein, for the purposes of their undertaking, and to erect on lands so to be acquired offices, stables and buildings, and other conveniences for the said purposes, and to dispose, by way of sale, letting or otherwise, of any lands and hereditaments acquired or erected by them.

6. To authorise the temporary occupation by the Company of lands and buildings for the purposes of the intended Act, and to incorporate all or some of the provisions of the "Railways Clauses Consolidation Act 1845," with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

7. 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, and other thoroughfares, ways, footpaths, water-courses, sewers, drains, pavements, water, gas, or other pipes, and electric telegraph pipes, tubes, and apparatus within all or any of the parishes, townships, and extra-parochial or other places hereinbefore mentioned, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or re-instating the intended tramways and works, or of substituting others in their place, or for other purposes of the intended Act.

8. To provide for the maintenance and repair by the Company of such portions of any streets, roads, or other thoroughfares as may lie between and immediately adjoin any of the said intended tramways, or as may be defined and prescribed in and by the intended Act.

9. 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 any of the aforesaid parishes, townships, and extra-parochial or other 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 or found expedient to be removed or discontinued to be used.

10. To empower or require 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 in which the same are laid, or for providing access to any of their stables, sheds or buildings.

11. To reserve to the Company and their licensees the exclusive right to use upon the said intended tramways carriages with flanged wheels, or otherwise suitable or adapted for running upon or along the said tramways.

12. To prohibit, except by agreement with the Company, 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 of the tramways of the Company by such other persons, companies and corporations with such carriages as aforesaid, and to confer all necessary powers in that behalf and to confirm any agreement or agreements in reference thereto.

13. To make provision for regulating the

passage of traffic along or across streets, roads and other thoroughfares through or along which the said intended tramways will be laid, and along, over or across such tramways and for preventing obstructions to all or any of such traffic, and to authorise the making and enforcing, whether by the Company or the authority or authorities having the control of any such streets, roads and thoroughfares, of bye-laws, rules and regulations with reference to all or any of the matters aforesaid, and the attaching and recovering of penalties for the breach or non-observance of any such bye-laws, rules and regulations.

14. To enable the Company on the one hand, and any of the following bodies, on the other hand, viz., the Earl of Effingham, the Earl Fitzwilliam, the Mayor, Aldermen and Burgesses of the borough of Rotherham, the Local Board of Greasbrough, the Local Board of Rawmarsh, the Manchester Sheffield and Lincolnshire Railway Company, and any other bodies (whether bodies corporate or persons) having the direction of the repair or having the control or management of any streets, roads, bridges and other thoroughfares in the said borough or in any of the aforesaid parishes, townships and extra-parochial places, to enter into agreements with reference to all or any of the purposes of the intended Act, and with respect to the laying down, maintaining, renewing, repairing, working and using of the said intended tramways and the rails, plates, 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 intended Act relating to any tramway or tramways to be laid down within 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.

15. To empower the Company and their licensees 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 passengers or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

16. To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the before mentioned objects, and to vary or extinguish all existing powers, rights and privileges which would in any manner impede or interfere with any such objects.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the 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 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 the said plans, sections, and book of reference, as relates to each parish or 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 each such parish, at his residence, and in the case of any extra-parochial place, with the parish-clerk of some parish immediately adjoining thereto, at his residence.

And that printed copies of the Bill for 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 18th day of November, 1880.

Badgers, Rhodes and Co., Rotherham,
Solicitors for the Bill.

Geo. Norton, 22, Great George-street,
Westminster, Parliamentary Agent.

In Parliament—Session 1881.

Westbury-upon-Trym Gas.

(Dissolution and Re-incorporation of Westbury-upon-Trym Gas Company, Limited; Power to Erect and Maintain Works for Manufacture and Conversion of Gas, &c., and Residual Products; and to Supply Gas, &c., within Rural part of Parish of Westbury-upon-Trym; Exclusion of District from that of Bristol United Gas Light Company; Power to Purchase Lands Compulsorily and by Agreement; to Break up Roads, &c.; to hold Partial Rights, &c.; to Deal in Coal, Coke, &c., and to Supply Meters and Fittings; Agreements with Public Bodies, Companies, &c.; Rates, Rents, and Charges; Sale or Lease of Lands; 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 dissolve the Westbury-upon-Trym Gas Company, Limited (hereinafter called "the existing Company"); to cancel or annul their memorandum of association; and, so far as necessary or expedient, to provide for their winding-up.

2. To incorporate into a Company (hereinafter called "the new Company") the proprietors of the existing Company or some of them, with or without other powers and corporations.

3. To vest in the new Company all the undertaking, works, lands, buildings, property, stock, plant, interests, rights, powers, privileges, easements, licenses, and agreements, and benefits of licenses and agreements of the existing Company.

4. To declare, define, and regulate the undertaking, capital, and borrowing powers, and to make provision for the regulation and management of the affairs and proceedings of the new Company, and to authorize them to raise money by the creation and issue of shares and stock (ordinary or preferential or both) and by borrowing on mortgage or otherwise, and to create and issue debenture stock.

5. To confer upon the new Company the powers, or some of the powers, and to enable them to carry into effect the objects, or some of the objects following (that is to say):

6. To erect, make, and maintain, alter, improve, enlarge, extend, and renew, or discontinue works for the manufacturing of gas or inflammable air from coal, peat, oil, or other materials yielding gas or inflammable air of what nature or kind soever, and for the conversion or utilization and distribution of materials used in and about the manufacture of gas or inflammable air as aforesaid, and of residual products resulting from such manufacture, upon the following lands and hereditaments, or some of them, or some part or parts thereof respectively, all which lands or hereditaments are situate in the parish of Westbury-upon-Trym, in the county of Gloucester (that is to say):

(a) Certain lands, containing 1 acre, situate on the extreme eastward end of, and forming part of, a close of arable land containing 7A. 1R. 4P., or thereabouts, known as Four Mead, numbered 725 upon the tithe

commutation map of the said parish of Westbury-upon-Trym, belonging to the Rural Sanitary Authority of the Barton Regis Union, in the occupation of Alexander Tough, and used as part of a sewage farm.

(b) Certain lands, containing 1 acre, situate on the extreme westward end of and forming part of a close of pasture land, containing 2A. 0R. 0P., or thereabouts, known as Home Paddock, numbered 727 upon the tithe commutation map of the said parish of Westbury-upon-Trym, belonging to the said Rural Sanitary Authority of the Barton Regis Union, in the occupation of Alexander Tough, and used as part of a sewage farm, and upon those lands, or some of them, to manufacture gas and inflammable air, and to manufacture, convert, utilize, and distribute such materials and residual products as aforesaid, and to store gas and inflammable air, and erect houses and other buildings.

7. To purchase or acquire, by agreement or otherwise, the lands and hereditaments (a) and (b) hereinbefore described, or some part or parts thereof, and to purchase or acquire by agreement other lands, houses, and hereditaments in the parish, or easements or rights in or over any such lands, houses, and hereditaments.

8. To supply gas or inflammable air for public or private purposes to and within so much of the parish of Westbury-upon-Trym as is in the county of Gloucester.

9. To repeal so much of the "Bristol United Gas-Light Company's Act, 1853," as authorizes or empowers the last-mentioned Company to supply gas within the limits of the intended Act.

10. To lay down, maintain, and renew main pipes, pillars, and other works in, along, through, over, and under, and for those purposes to open, break up, cross, alter and divert streets, roads, and other highways, bridges, canals, towing-paths, railways, tramways, open ground, sewers, drains, mill-streams, water-courses, passages, and other places within the intended limits of supply.

11. To take, hold, and use patent rights or licences or authorities, under Letters Patent for, the use of inventions relative to the manufacture conversion, utilisation, or distribution of gas or inflammable air, and of such materials and residual products as aforesaid.

12. To deal in, sell, and dispose of gas and inflammable air, coal, coke, lime, peat, oil, tar, chemicals, and other residual and manufactured products, or any other material or substance used in or arising, or to be made and obtained, from or in the manufacture of gas or inflammable air aforesaid, or by the combination of any of the above-mentioned matters, either with each other or with other substances, and to carry on the business usually carried on by gas companies, or by companies or persons dealing in any of the matters and things aforesaid, and to manufacture purchase, or hire, and supply gas or other meters, fittings, or other apparatus.

13. To enter into and carry into effect contracts and arrangements for the supply of gas or inflammable air with any local Board of Health, urban or rural sanitary authority, or other local authority, and the trustees of any turnpike or other road, or any Highway Board, or any surveyor of any highway, and any railway company, and any other companies, bodies, or persons, and to vary, suspend, or rescind any such contract or arrangement, and to enter into and carry into effect other contracts or arrangements in lieu thereof or in addition thereto, and to confer all necessary powers in that behalf upon all such authorities, boards, trustees, surveyors,

companies, bodies, and persons, and to enable them to apply for the purpose of any such contract or arrangement any funds or moneys which they have raised, or may raise, under any Act of Parliament or otherwise.

14. To demand, take, and recover rates, rents, and charges for the sale and supply of gas or inflammable air, and the sale and hire of gas or other meters and fittings, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges, and to confer other rights and privileges.

15. To sell or lease any land, works, and property from time to time vested in or purchased by the new Company, and if thought expedient to exempt such lands or property, and the new Company in respect thereof from the provisions of the "Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands.

16. To vary or amend, so far as may be necessary, the provisions, or some of the provisions, of the Acts of Parliament hereinafter mentioned, or some of them, that is to say—16 and 17 Vict. cap. 84; 36 and 37 Vict. cap. 58; 39 and 40 Vict. cap. 107; and 40 and 41 Vict. cap. 84, and all other Acts relating to the Bristol United Gas Light Company.

17. To vary or extinguish all or any rights or privileges which would interfere with the objects of the Bill, and confer other rights and privileges.

18. Notice is hereby also given, that on or before the 30th day of November instant, plans of the lands and houses which may be compulsorily taken under the powers of the intended Bill, with a book of reference thereto 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 Gloucester, at his office at Gloucester, and with the parish clerk of the parish of Westbury-upon-Trym aforesaid, at his residence.

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

Dated this 18th day of November, 1880.

Sweet and Burroughs, 24, Bridge-street,
Bristol, Solicitors for the Bill.

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

Board of Trade.—Session 1881.

Pinner Gas.

(Powers to maintain, &c., existing Gas Works; to manufacture, store, and supply Gas and Residual Products; Limits of Supply; Levying of Rates and Charges; Regulation of Capital, &c.)

NOTICE is hereby given that Charles Clement Walker and William Thomas Walker, the owners of the Gas Works at Pinner, in the county of Middlesex, intend to apply to the Board of Trade, in the ensuing session of Parliament, for a Provisional Order under the "Gas and Water Works Facilities Act, 1870," for all or some of the following among other objects and purposes, that is to say:—

1. To empower the said Charles Clement Walker and William Thomas Walker, and the survivor of them, their or his heirs, executors, administrators, or assigns, to exercise all such rights, powers, and privileges as are or may be necessary or convenient for or incidental to manufacturing and supplying gas within the limits hereinafter described.

2. To maintain and continue the existing gasworks on the plot of land now occupied by such works, and used for gasworks purposes, and belonging to the said Charles Clement Walker and William Thomas Walker, situate in the parish of

Pinner, in the county of Middlesex, on the northerly side of a certain road called or known as the Bridle-road, leading from Pinner to Eastcot, and bounded on the northerly and easterly sides by land belonging to

Temple, and occupied by Charles Room, on the southerly side by the said Bridle-road, and on the westerly side by a cottage and garden belonging to John Sired, and occupied by James Honner, and from time to time to enlarge, alter, repair, and improve the said gasworks and the machinery and apparatus connected or used therewith, and upon the said plot of land to manufacture and store gas, and to convert or manufacture the products and things resulting or obtainable from the manufacture of gas.

3. To authorise the said Charles Clement Walker and William Thomas Walker, and the survivor of them, their or his heirs, executors, administrators, or assigns, to supply gas within the limits following, that is to say, the parish of Pinner (except so much thereof as lies south-west of the London and North Western Railway and is bounded on the south and east by the parish of Harrow, and on the north and west by the road leading from Harrow to Hatch End), and the several parishes or places of Ruislip, Harefield, and Ickenham, all in the county of Middlesex, or some or one of such parishes and places, and to sell or let for hire, gas meters, gas stoves, gas engines, gas fittings, and other things connected with the supply or consumption of gas, and to levy and take rents, rates and charges therefor within the limits aforesaid.

4. To open and break up the road and footways of the several streets, roads, highways, lanes, passages, bridges, and other places within the several parishes and places aforesaid, and to lay down, maintain, alter, remove and repair any mains, valves, syphons, service-pipes, and other works and conveniences therein for the purposes of such supply, and to remove, divert, or alter temporarily or otherwise, any sewers, drains, pipes, or other works under the said streets, roads, highways, lanes, bridges, and other places which would obstruct or interfere with the laying maintaining, altering, or removing of such mains, pipes, valves, syphons, and other works and conveniences.

5. To define and regulate the capital invested in the said works and undertaking, and to provide for the investment of additional capital therein, and to borrow moneys on mortgage.

6. To purchase by agreement or take on lease any other lands that may hereafter be required for the general purposes of the undertaking, subject to such regulations and restrictions as may be defined by the said Provisional Order.

7. And notice is hereby further given, that on or before the 30th day of November instant, a copy of this notice as published in the London Gazette, and a map showing the lands on which the said works are situate, will be deposited at the Board of Trade, Whitehall-gardens, London; and that copies of the said notice and map will also be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at the Sessions House, Clerkenwell, in the said county.

8. On or before the 23rd day of December next 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 will be supplied to all persons applying for the same at the offices of Mr. R. W. Cooper, 4, Westminster Chambers, Victoria-street, Westminster, on payment of one shilling for each copy.

9. The Provisional Order, when made by the Board of Trade, and delivered to the promoters, will be published in the same newspaper as this notice is inserted in, and printed copies of the order will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his offices, at the Sessions House, Clerkenwell aforesaid, and copies will be supplied to all persons applying for the same at the offices of Mr. R. W. Cooper aforesaid, and on the terms before mentioned.

10. Every company, corporation, or person desirous of making any representations to the Board of Trade, or of bringing before them any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board, at their offices in Whitehall-gardens aforesaid, on or before the 15th day of January next ensuing, and at the same time a copy of such objections must be sent to the promoters at the offices of Mr. R. W. Cooper, 4, Westminster-chambers, Victoria-street, Westminster, 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 16th day of November, 1880.

R. W. Cooper, 4, Westminster-chambers, Victoria-street, Westminster, Solicitor and Parliamentary Agent.

In Parliament.—Session 1881.

Bradford Water and Improvement.

(Construction and Maintenance by the Mayor, Aldermen, and Burgesses of the Borough of Bradford, of Reservoirs, Conduits, and other new Waterworks—Compensation for Rights interfered with—Extension of Time for Completion of Waterworks already authorised—Improvement of Streets—Acquiring Lands for Public Purposes—Extension of the Boundaries of the Borough, and Incorporation of adjacent places therewith—Extension of Rating and other Municipal and Sanitary Powers to the said places—Raising, Levying, Borrowing, and Re-borrowing further Moneys, and Repayment thereof—Amendment of Powers respecting Private Improvement Expenses—Better Detection of Infectious and Contagious Diseases—Better Regulation of Cemeteries—Better Prevention of Obstructions in Streets—More effectual Control over Disorderly Houses, Marine Store Dealers, and Dealers in Old Clothes—Licensing and Regulating Places for Public Dancing, Music, and like Entertainment—Better enforcement of Sale of Coal and Coke by Weight—Disposal of Unclaimed Property—Prevention of Internal Communication between Places Licensed for Sale of Intoxicating Liquors and other Places not Licensed—Power to Justices to deal with Cases of Detention of Lodgers' Goods by Landlords—Better Authentication of Notices and other Documents—Extension of Power for Closing Parks temporarily to Public Museums, Reading-rooms, and other Property of the Corporation—More Effectual Control of Works for Distribution, and Supply of Gas and Water—Amendment of Building Regulations—Amendment, Repeal, and Incorporation of Acts and Charters.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session of 1881, by the Mayor, Aldermen, and Burgesses of the borough of Bradford (herein called the Corporation), for leave to introduce a Bill for carrying into effect the following objects, or some of them, that is to say:—

1. To authorise the Corporation to make, con-

struct, maintain, and lay down the reservoirs, aqueducts, and conduits, water mains, and other waterworks hereunder mentioned, with all necessary embankments, roads, ways, and other works and conveniences for the storage and supply of water by the Corporation, and to compensate the owners, lessees, and occupiers of any lands proposed to be taken for such purposes or some of them, namely:—

(1). The construction and maintenance of a reservoir for the storage and distribution of water, to be situated wholly in the township of Morton, and parish of Bingley, in the said West Riding, and to be formed by an embankment commencing in the field numbered 329 on the tithe commutation map for the said township of Morton, at a point 233 yards or thereabouts distant in a north-westerly direction from the remains now standing of the house or building known as Penny-house, extending thence in a south-westerly direction 100 yards or thereabouts, thence in a north-westerly direction 287 yards or thereabouts, and thence in a north-easterly direction 130 yards or thereabouts, to and terminating in the field numbered 327 on the said map, at a point 533 yards or thereabouts north-west of the aforesaid building or place known as Penny House, which said reservoir will be situate on the lands now or late forming part of Lower Moor, otherwise called Low Moor, and wholly or partly on the fields or enclosures numbered 323, 324, 326, 327, and 329 on the said tithe commutation map.

(2). A compensation reservoir in the said township, parish, and riding, to be formed by an embankment commencing in the field numbered 338 on the said tithe commutation map, at a point 530 yards or thereabouts from the house known as Upwood, measured in a north-easterly direction, and 410 yards east of the bridge known as Braddup or Bradup Bridge, extending from such point in a north-easterly direction for a distance of 220 yards to, and terminating in the field numbered 343 on the said tithe commutation map at a point 550 yards, or thereabouts east of the said bridge known as Braddup bridge, on land now or late known as Lower Moor, otherwise Low Moor aforesaid, which said embankment will be situate in and on the fields or enclosures numbered 335, 338, 340, 341, 342, and 343, on the said tithe commutation map, and which said reservoir will extend into and be situate on the said last-named fields or enclosures, and also into and upon the fields or enclosures numbered 329 and 334 on the said tithe commutation map.

(3). An aqueduct or conduit, in the said township, parish, and riding, commencing at or in the stream known as Braddup or Bradup Beck, otherwise Dirkhill Syke, at a point 825 yards or thereabouts above the said bridge known as Braddup-bridge, measured in a north-westerly direction, and also 1077 yards southwards of the ordnance mark shown on the published ordnance map (scale 6 inches to a mile) as situated on Buckinghill, extending thence through the lands or places known as High Braddup or Bradup, Low Braddup or Bradup, and Lower Moor, otherwise Low Moor, and terminating at or in the stream known as Sweetwell Dyke, at a point 600 yards in a northerly direction from the junction of the last-named dyke or stream with an existing reservoir known as the Sunnydale-reservoir.

(4). An aqueduct or conduit, in the said township, parish, and riding, commencing at or in the said stream known as Sweetwell Dyke, at a point 150 yards south of the point of termination of the conduit or work number 3 hereinbefore described, and terminating in the field numbered 327 on the said tithe commutation map, at or near the termination of the embankment of the reservoir or work number 1 hereinbefore described.

(5). An aqueduct or conduit, in the said township, parish, and riding, commencing at or in the aforesaid stream called Sweetwell Dyke, at a point 30 yards or thereabouts south of the commencement of the aforesaid conduit or work No. 4 hereinbefore described, and terminating in the field numbered 334 on the said tithe commutation map, and at or in the reservoir or work No. 2 hereinbefore described at a point 570 yards east of the said bridge known as Braddup-bridge.

(6). An aqueduct, conduit, water main, or pipe, in the said township, parish, and riding, commencing at or in the work or reservoir No. 1 above-mentioned, and in the field numbered 326 on the said tithe commutation map, at or near the junction of the fields numbered 323, 324, 326, and 327 on the said tithe commutation map, and extending thence to and terminating at a junction with the existing aqueduct, conduit, water main, or pipe of the Corporation in the public highway near the school known as the Morton School (British and Foreign), at a point 233 yards or thereabouts eastward of the junction of Carr Lane and Cliffe Lane.

2. To authorise the Corporation to acquire, compulsorily or otherwise, and to use as a compensation reservoir, the existing reservoir in the said township, parish, and riding, known as the Sunnysdale reservoir, and all the lands and works forming the same, and to construct and lay down conduits, water mains, pipes, and other works therein.

3. To authorise the Corporation, by compulsion or otherwise, to take, divert, and impound into and in the said intended works the waters of all the springs and streams in the line or lines of such works or any of them, and all waters which may naturally, or may be caused to run or flow into the said works or any of them, including the several springs or streams known as Dirkhill Syke, Braddup Beck, High Braddup Springs, Kirkstone Springs, Northstones Spring, Whetstone Gate Springs, Low Braddup Springs, Sweetwell Dyke, and the Sweetwell Spring.

4. To make rules and regulations to enable the owners, lessees, and occupiers of the lands, mills, manufactories, and other works using the waters of the springs and streams proposed to be diverted, to regulate the flow of water from the compensation reservoirs or works hereinbefore described, or either of them, or to enable such owners, lessees, and occupiers, with the assent of the Corporation or otherwise, to make such rules and regulations.

5. To empower the Corporation to acquire by agreement any lands, houses, private streams, springs of water, ponds, rivulets, or other watercourses, or any rights therein, for the purposes of any of the works of the Corporation. And also to vary and extinguish all rights and privileges connected with such lands, houses, streams, springs of water, ponds, rivulets, and watercourses, or which would or might impede or interfere with the waterworks purposes of the Corporation, with power to expend and apply any waterworks funds

of the Corporation for any of the purposes aforesaid.

6. The better protection of the rights of the Corporation in respect of their waterworks.

7. To extend the time limited by the Bradford Waterworks and Improvement Act, 1875, for the completion by the Corporation of the waterworks thereby authorised, and the taking of lands for such purposes.

8. To enable the Corporation in the construction of the said reservoirs and other works to deviate from the lines and levels delineated on the plans and sections to be deposited as herein-after mentioned, to the extent to be defined in the said plans and sections, or to be specified in the Bill, and also to stop up, alter, or divert, whether temporarily or permanently, within the township and parish aforesaid, all such roads, streams, highways, pipes, or aqueducts, as it may be necessary to stop up, alter, or divert for the purpose of constructing, maintaining, and using, all or any of the said intended reservoirs and other works.

9. To authorise and empower the Corporation to alter, widen, and improve the streets and places hereinafter named or parts thereof, with all necessary works and conveniences connected therewith, that is to say:—

(1.) In the township of Bradford, in the parish of Bradford, in the said riding. The western side of Manningham-lane, from North Parade to Eldon-place, save as to the land fronting Christ Church.

(2.) In the township of Manningham, in the said last-mentioned parish and riding. The eastern side of Manningham-lane, between Clifton-terrace and Clifton-villas, to the centre of the last-named place. The eastern side of Manningham-lane, from and including Parkfield-road to the end of the plantation used or enjoyed in common by the owners and occupiers of houses in Mount Boyd, on the northern side of the last-mentioned road.

(3.) In the township of Horton, in the parish and riding last-aforesaid. The northern side of Great Horton-road, from and inclusive of Mount Pleasant to Randall Well-street. The south-eastern side of Great Horton-road aforesaid, between Gaythorne-street and the building known as the Congregational Church, and the south-eastern side of Cross-lane at lands and buildings adjacent to Horton-park.

10. To authorise the Corporation to acquire, compulsorily or otherwise, certain pieces or parcels of land in the township of Bowling, in the parish of Bradford, and in the said West Riding, required for the recreation ground known as Bowling Park, and for the intended reservoir adjacent thereto.

11. To alter, amend, extend, and enlarge, for all municipal, sanitary, School Board, and other like purposes, the boundaries of the said borough, so as to include therein the townships or districts of the several Local Boards of Shipley, Heaton, Thornton, Clayton, Allerton, Tong-street, otherwise Tong, Eccleshill, Idle, and Windhill, and the hamlets, districts, or places known as Tyersal, in the Local Board district of Pudsey-with-Tyersal, and of Thornbury in the Local Board district of Calverley, or some of such townships, districts, places, or hamlets, or some part or parts thereof, all in the parishes of Bradford, Calverley, and Birstal, or one of them, in the said West Riding, and to incorporate the same with and to make the same part of the said borough, and to pro-

vide that the inhabitants of the existing borough, and of the townships, districts, places, and hamlets, or such of them, or such parts thereof, as may be included in the said borough as aforesaid, shall be incorporated as one body as fully and effectually as if included in the charter of incorporation of the said borough, and any Act or Acts extending the boundaries of the said borough, and to make provision for effectuating the following objects relating to such incorporation, namely:—

- (1). For dividing and arranging such new portions of the said borough so to be extended and re-arranging the districts forming the existing borough into such and so many wards as may be deemed desirable, and for fixing and determining the boundaries of such wards.
- (2). For the making out and revision of a burgess list and list of claims and objections, and for the making of a burgess roll for the said borough as so enlarged.
- (3). For fixing and determining the number of aldermen and councillors who shall represent the said borough as so enlarged in the town council.
- (4). For determining the time, place, and manner of the election of new aldermen and councillors, and the retirement of aldermen and councillors. For enabling such aldermen, councillors, and auditors as shall be in office at the passing of the Bill to continue in office until the ordinary expiration of their respective terms of office; and to enable them, or such of them as may be necessary, to act for the purposes of the election of new aldermen and councillors. For allotting and apportioning the aldermen and councillors as representatives of the several wards so to be made as aforesaid, and for providing that all officers of the borough as now existing shall be the officers of the borough as so enlarged and extended.
- (5). For fixing and determining the polling districts of the said borough as so extended.
- (6). For providing compensation to any paid officer in and for the said townships, districts, places, or hamlets who may be displaced by these provisions.
- (7). For making provision as to the payment and satisfaction of all existing liabilities of the said townships, districts, places, or hamlets, or any of them, so to be incorporated, and for effectually dealing with all rights, property, contracts, and debts to which the local authorities of such districts may be entitled or liable.
- (8). For enabling the Corporation to make and levy in the said townships, districts, places, or hamlets, or such of them, or such parts thereof, as may be incorporated with the said borough when so incorporated, all rates and charges which may now be made and levied within the existing borough by the Corporation, acting either as such Corporation, local authority, or otherwise.
- (9). For extending, enlarging, and applying the Act to provide for the regulation of municipal corporations in England and Wales, and the several Acts amending the same, and all existing laws, charters, powers, rights, and privileges of, and appertaining to and executed by, the Corporation within the said borough, as at present defined, to all and every part of the said townships, districts, places, and hamlets, or parts thereof, so to be incorporated, and to the owners and occupiers of houses, lands, tenements, and

premises therein, in the like manner as if the same were originally included in the charter of incorporation of the said borough.

- (10). For determining the powers of any local authority now exercising jurisdiction in the said townships, districts, places, or hamlets, or any part thereof, so incorporated, or any of them.
- (11). For dealing with any difficulty which may arise in carrying the Act into effect not hereinbefore provided for, and that the same shall and may be dealt with in such manner as the Local Government Board by their Order may direct, with power to vary and alter any such Provisional Order as occasion may require, and that any Provisional Order duly made and published in the London Gazette shall have the same effect as if embodied in the said Act.
- (12). For fixing and determining the time at which the powers of the Town Council, so to be constituted as aforesaid, shall come into operation.

12. To enable the Corporation to take, compulsorily or otherwise, and by absolute purchase or by demise, the lands, tenements, and hereditaments set forth in the deposited plans and sections, for executing the several works and making the several improvements hereinbefore mentioned.

13. To enable the Corporation to raise and borrow moneys on the credit of the borough rate and the borough fund of the said borough for the purpose of completing works already undertaken by the Corporation, and also the works hereby authorised, and for other the purposes herein mentioned. To amend the powers of the Corporation as to borrowing and re-borrowing moneys, and paying off the same.

14. To amend the powers of the Corporation in respect of moneys charged on lands and hereditaments for private improvement expenses, by enabling any person whose lands are so charged to raise money on security of such charge for defraying the same and all expenses connected therewith; and to enable persons having only a limited interest in such lands and hereditaments to charge such lands and hereditaments with the moneys so raised, and expenses and interest, and in manner aforesaid to raise funds for paying the same.

15. To make provision for the following purposes:—

- (1). The better detection of infectious and contagious disease; the better protection of the public health; compulsory notification to the medical officer of health of such infectious or contagious disease.
- (2). The temporary closing of any day school in any neighbourhood threatened with or infected by any such disease; as also of places used for sale of milk, fruit, confectionary or food, or for the sale or making-up of wearing apparel where such disease exists.
- (3). Enforcing removal into an hospital of any person suffering under any such disease not having proper accommodation for isolation.
- (4). The better regulation of cemeteries.
- (5). The better prevention of obstructions in streets.
- (6). The more effectual control over disorderly houses, marine store dealers, and dealers in old clothes.
- (7). The licensing and regulating of places for public dancing, music, and like entertainments.

- (8). The better enforcement of sale of coal and coke by weight.
- (9). The disposal of unclaimed property, and appropriation of proceeds thereof.
- (10). Prevention of internal communication between places licensed for the sale of intoxicating liquors and other places not so licensed.
- (11). Power to justices to deal with cases of detention of lodgers' goods by landlords.
- (12). The better authentication of notices and other documents.
- (13). Amendment of the Bradford Corporation Gas and Improvement Act, 1871, as to closing places of public resort under the control of the Corporation, and extending the like powers to any free library or museum, baths, or other property of the Corporation.
- (14). The more effectual control of works for the distribution and supply of gas and water, for enabling the Corporation to authorise persons to be employed in the construction, repair, and alteration of such works, and preventing unauthorised persons interfering therewith.
- (15). The better enforcement within the limits of water supply of the Corporation of a supply of water to houses not having a proper supply.

16. To alter and amend the building regulations now in force in the borough, with reference to the formation of new streets, the thickness of walls of buildings, the sufficiency of timber and materials used in the construction of buildings, and otherwise.

17. To alter, amend, enlarge, or repeal the following Acts, or any of them:—The Bradford Improvement Act, 1850; the Bradford Corporation Waterworks Act, 1854; the Bradford Corporation Waterworks Amendment Act, 1855; the Bradford Corporation Waterworks Act, 1858; the Bradford Waterworks Act, 1862; the Bradford Corporation Act, 1866; the Bradford Waterworks and Improvement Act, 1868; the Bradford Waterworks Act, 1869; the Bradford Corporation Gas and Improvement Act, 1871; the Bradford Improvement Act, 1873; the Bradford Waterworks and Improvement Act, 1875; and the Bradford Water and Improvement Act, 1878.

18. To incorporate all or some of the provisions of the several Acts mentioned in the last preceding paragraph, and also of the Lands Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Acts Amendment Acts, 1860 and 1869; the Waterworks Clauses Act, 1847; the Waterworks Clauses Act, 1863; the Gasworks Clauses Act, 1847; the Gas Clauses Act (1847) Amendment Act, 1871; and the Public Health Act, 1875.

On or before the 30th day of November instant, duplicate plans describing the line and situation of the said intended works, and the lands proposed to be taken, together with duplicate sections of the said works and a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace of the West Riding of the county of York, at his office at Wakefield, in the said riding, and also with the Clerk of the Peace of the borough of Bradford, at his office in the said borough of Bradford, in the said riding; and on or before the said 30th day of November, a copy of so much of the said plans, sections, and book

of reference as relates to each of the several parishes within which the said intended works, or any of them, are proposed to be made, constructed, laid down, or maintained, or within which any lands are proposed to be taken, will be deposited, with a copy of the said notice, at the residence of the parish clerks of such parishes respectively, and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and a plan showing as well the present boundaries of the said borough as of the proposed extension thereof as aforesaid, and a duplicate thereof will be deposited with the Town Clerk of the said borough and with the Clerk of each Sanitary District of which the whole or any part is proposed to be incorporated in the said borough.

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 9th day of November, 1880.

William Thomas McGowen, Town Clerk of the said borough of Bradford, Solicitor for the Bill.

John M. Clabon, 21, Great George-street, Westminster, Parliamentary Agent.

In Parliament—Session 1881.

London and South Western Railway.

(New Lines from Leatherhead to Guildford and from Main Line near Surbiton to Cobham, and to join New Leatherhead and Guildford Line; Extension of Lymington Branch Railway; Widening, Enlargement, and Improvement of Waterloo and Vauxhall Stations; Widening, Alteration, and Laying Down of Additional Rails of or in connection with Main and other Lines in Parishes of Wimbledon, Wandsworth, St. Mary Battersea, Kingston-upon-Thames, Eling (Hants), Millbrook and Romsey Extra; New Carriage Road in Ealing Parish, Middlesex; Stopping-up, &c., of part of Brook-lane and Footpath between Windmill-lane and Brook-lane; Taking of Commons and Commonable Lands; Tolls; Compulsory Purchase of Lands for New Works; Additional Lands in Parishes of Kingston-upon-Thames, Ealing (Middlesex), Romsey Extra, Saint Mary Southampton, Twickenham, St. Nicholas Guildford, and Millbrook; Application and Compulsory Apportionment of Consideration for Purchase or Lease of Mid Hants Railway; Dissolution of Mid Hants Railway Company; Compulsory Exchange of existing Stocks of Company for other Stock to be created or issued, and Cancellation and Extinguishment of Stocks so exchanged; Further Money Powers; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by or on behalf of the London and South Western Railway Company (in this Notice called "the Company"), for leave to bring in a Bill for the purposes or some of the purposes following, that is to say:—

1. To authorise the Company to make and maintain the railways and other works hereinafter mentioned, or some, or one of them, or some part or parts thereof respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, buildings, yards and other works and conveniences connected therewith, that is to say:—

I.—New Lines in Surrey.

1. A Railway (No. 1), commencing in the parish of Stoke, otherwise Stoke next Guildford, by a junction with the Company's Woking and Guildford Branch Railway, at a point about 20 chains northward from the bridge by

which that branch railway is carried over the (public) road leading from Guildford to Woodbridge-hill, and terminating in the parish of Cobham at a point about 18 chains south-westward from the junction of Norton-lane with Ockham-lane at or near Hatchford Cottages, and about 32 chains southward from Pointer's Farm-house.

2. A Railway (No. 2), commencing by a junction with the intended Railway (No. 1) at its termination as above-described, and terminating in the parish of Leatherhead by a junction with the Company's Leatherhead Branch at a point about 2 chains southward from the centre of the booking office at their Leatherhead Station.
3. A Railway (No. 3), commencing by a Junction with the intended Railway No. 1 at its termination as above described and terminating in the parish of Thames Ditton by a junction with the Company's main line at a point about four chains westward from the signalman's box, at the junction of the Hampton Court branch, with the said main line.

The intended Railways, Nos. 1, 2 and 3, will be made, or pass from, in, through or into the parishes, townships and places following, or some of them (that is to say): Stoke, otherwise Stoke next Guildford, Worplesdon, Merrow, Send and Ripley, Woking, East Clandon, West Clandon, East Horsley, West Horsley, West Horsley detached, Wisley, Wisley detached, Cobham, Walton on Thames, Dowside, Little Bookham, Great Bookham, Effingham, Stoke D'Abernon, Fetcham, Ockham, Leatherhead, Thames Ditton, Esher, Chessington, Church Cobham, Street Cobham, Harelane, Claygate, Long Ditton and Oxshott, all in the county of Surrey.

4. A Railway or Junction Curve (No. 4), wholly in the parish of Cobham and county of Surrey, commencing by a junction with the intended Railway No. 2, at or near the western side of the road leading from Downside Common to Horsley, commonly known as Horsley-road, at a point about 22 chains south-eastward from Pondtail Farm House, and terminating by a junction with the intended Railway No. 3, at a point about 13 chains westward, or nearly so from Pondtail Farm House, and the like distance south-eastward from Pointers Farm House.

II.—Lymington Railway Extension.

A Railway (in extension of their Lymington Branch Railway), commencing at or near the southern end of the Passenger Shed at the Lymington Station on the said railway (together with a bridge over the Lymington river), and terminating at or near low water mark in Horn Reach in that river at a point about 770 yards, measured in a straight line in a south-easterly direction from the said southern end of the said Passenger Shed, together with a pier for carrying the said intended railway for a length of about 70 yards, measured north-westwardly from the termination as above described of the said intended railway, which said intended railway and pier will be made or pass from, in, through, or into the parishes of Lymington and Boldre, and the bed and shore of the Lymington river, in the county of Southampton.

III.—Enlargement of Stations.

- (a) The widening of the Company's Waterloo Station, on the western side thereof, between the north-east-side of York-street and the north-east side of Griffin-street.
- (b) The alteration and enlargement of the

Company's Vauxhall Station and of the Company's lines of railway between the south side of Spring Gardens Walk, and the northern side of Archer-street.

The intended works (a and b) above described will be wholly made and be situate in the parish of St. Mary, Lambeth, and county of Surrey.

IV.—Widening and Deviation of Lines, &c.

- (a) The widening of, and the laying down an additional line or additional lines of rails upon their main line from a point about 130 yards to the south-west of the Wimbledon Junction Signal Box, at the north-east end of Wimbledon Station, to a point at or near the footbridge carrying a footpath over the Company's main line near the Royal Freemasons' Schools, near Clapham Junction, which works will be made or be situate in the parishes of Wimbledon, Wandsworth and St. Mary Battersea, in the county of Surrey.
- (b) The laying down of an additional line or additional lines of rails over the public carriage road, forming the approach on the south-eastern side to the Company's Surbiton Station, in the parish of Kingston-upon-Thames, and county of Surrey; and the Bill will or may authorise the Company to stop up and appropriate the site of the said road for a distance of about 13 yards south-eastward from the footpath leading from the said station to South Terrace, and to alter and extend the existing footbridge over the Company's railway at the said station, so as to carry it over the part of the said road so to be stopped up, and will or may extinguish all public and other rights over that part of the said road.
- (c) The deviation of the Company's Southampton and Dorchester Railway between a point 50 yards or thereabouts north-eastward from the level crossing of a public road over the said railway, at the north-eastern end of the Totton and Eling Station and a point at or near the western end of the platforms of the Redbridge Station, which deviation will be made or pass from, in, through or into the parishes and places of Eling and Millbrook aforesaid, and the bed and shores of the River Test, in the county of Southampton; and the Bill will or may authorise the Company to abandon so much of the Southampton and Dorchester Railway as will be rendered unnecessary by the said intended deviation thereof.
- (d) The laying down in the parish of Romsey Extra, in the county of Southampton, of an additional rail or additional rails over the road passing under the Company's railway immediately on the north-western side of the Station Offices at the Romsey Station and the widening in the same parish for a distance of 20 yards or thereabouts in a north-easterly direction of the bridge carrying the Company's railway over the said road.

V.—Works, &c., at Brook-lane.

A public carriage-road in the parish of Ealing and county of Middlesex in extension of Brookshot-road from its eastern end to Ealing-lane, at a point about 3½ chains north-westward from the north-western side of the bridge by which that lane is carried over the Company's loop line. And the Bill will or may authorise the Company to stop up and appropriate the site of Brook-lane, between a point about 8 yards southward from the level-crossing gate on the southern side of

the Company's loop line and a point about 40 yards northward from the level-crossing gate on the northern side of the said line, and to extend the existing foot-bridge on the western side of Brook-lane over so much of that lane on both sides of the said loop line as is intended to be stopped up as aforesaid, and to stop up the existing footpath on the northern side of the said loop line between Windmill-lane and Brook-lane, and will or

may extinguish all public and other rights over the said portion of Brook-lane and the said footpath so to be stopped up as aforesaid.

2. And it is intended by the Bill to take for or in connection with the purposes aforesaid certain lands being or reputed to be commons or commonable lands, of which the following are particulars and the estimated quantities proposed to be taken, viz. :—

Works for which the Lands will be taken.	Name by which the Lands are known.	Where the Lands are situate.	Estimated Quantities to be taken.
		Parish.	
New lines in Surrey ..	East Clandon Common	East Clandon	2½ acres.
	Martyr's Green	Ockham	¼ of an acre.
	Goose Green	Cobham	¼ of an acre.
	Little Bookham Common	Little Bookham	3 acres.
	Great Bookham Common	Great Bookham	8 acres.
	Leigh Hill Common	Cobham	1 acre.
	Little Heath	Cobham	3 acres.
	Oxshott Heath	Cobham	6 acres.

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

4. To empower the Company to cross, open or break up, divert, alter, stop up or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, foot-paths, canals, navigations, rivers, creeks, bridges, sidings, tramways, subways, pneumatic tubes, streams, watercourses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric and other pipes, and telegraphic and electric 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 or break up, divert, alter, stop up or interfere with for any of the purposes of the Bill.

5. To authorise the Company to demand, take and recover tolls, rates and duties upon or in respect of the intended railways and works to be authorised by the Bill, or any part or parts thereof respectively.

6. To authorise the Company to purchase and take by agreement or otherwise, for the purposes of the intended railways and works and of the Bill, lands, houses, tenements and hereditaments, or estates, rights, interests or easements in, over or affecting the same, and to vary or extinguish all or any rights and privileges in, over, or affecting any such lands, tenements or hereditaments.

7. To empower the Company, for enlarging and extending their station and siding accommodation, and for roads and approaches, and for taking and getting ballast, and for other purposes of their undertaking, to purchase and acquire by agreement or otherwise the lands and buildings hereinafter mentioned, or some of them, or some part or parts thereof respectively, or estates, rights or interests in, or easements over the same, and the Bill will or may extinguish all public and other rights of way, or other rights in, over, or affecting any such lands and buildings, that is to say :

(a) Land and houses in the parish of Kingston-upon-Thames, and county of Surrey, adjoining and on the north-west side of the

Company's property, and numbered respectively 16, 18, 19 and 21 in the said parish on the plans deposited for and referred to in the South Western Railway (General) Act, 1873.

(b) Land and houses in the parish of Kingston-upon-Thames, and county of Surrey, abutting and on the south-east side of the Company's property, and extending for about 6 chains in a north-eastern direction from the entrance gate to the down platform of Surbiton Station.

(c) Lands and houses in the parish of Ealing, and county of Middlesex, (a) adjoining and on the northern side of the Company's loop line from Barnes to Hounslow, and lying between Windmill-lane and Ealing-lane, and (b) adjoining and on the southern side of the said loop line, and extending for a distance of about 80 yards westward, and 150 yards eastward from Brook-lane.

(d) Land in the parish of Romsey Extra, in the county of Southampton, adjoining and on the north-west side of the Company's Bishopstoke and Salisbury Railway and extending for about 260 yards to the north-westward from the north-western side of the road passing under the Company's railway immediately on the north-western side of the station offices at the Company's Romsey Station.

(e) Lands and houses in the parish of Saint Mary, in the town and county of the town of Southampton, adjoining and on the west side of the Company's Main Line and lying between Marsh-lane and Chapel-road; and the Bill will empower the Company to purchase and acquire outstanding interests or rights in, over or affecting such lands and houses.

(f) Lands in the parish of Twickenham, and county of Middlesex, lying between the Company's Twickenham and Kingston and Windsor lines and Staten-lane.

(g) Land in the parish of Twickenham and county of Middlesex, adjoining and to the northward of the southern boundary of the roadway leading from the Company's permanent way workshops to their adjoining lands.

(h) Land in the parish of Twickenham and county of Middlesex, adjoining and on the

southern side of the Company's Windsor Line and extending for a distance of about 150 yards eastward from the roadway at the north-eastern end of Mary's Terrace.

(i) Land in the parish of St. Nicholas, Guildford and county of Surrey adjoining and on the western side of the Company's Guildford Station-yard and Railway and extending for a distance of about 20 chains northward from the road leading from the Farnham Road to Guildford Park Farm.

(j) Land in the parish of St. Nicholas, Guildford, and county of Surrey, adjoining and on the east side of the Company's railway from Woking to Guildford, and extending for a distance of about 13 chains northward from the northern boundary of the Company's lands adjoining the occupation road leading to Guildford-park Farm, carried by a bridge over the said railway at or near the Alton Junction.

(k) Land and houses in the parish of Millbrook and county of Southampton, lying between the Company's Andover and Redbridge Railway and main line to Dorchester, and the road leading from Redbridge to Southampton and to the westward of the property known as "The Oaks," fronting to the said road.

(l) Land in the parish of Millbrook, and county of Southampton, lying on the north-east side of and adjoining the Company's Southampton and Dorchester Railway, and on the west side of and adjoining the old canal adjoining their Redbridge Station.

(m) Land in the parish of Millbrook, and county of Southampton, lying between the Southampton and Dorchester and Andover and Redbridge Railways of the Company and the River Test.

(n) Land and houses in the parish of Millbrook, and county of Southampton, lying (a) as to part between the Company's Southampton and Dorchester Railway and the River Test or the shores and mudlands thereof, and (b) as to the remainder between the old canal and the said river or shores and mudlands, and extending for a distance of about 44 chains measured along the said canal in a south-easterly direction from the point at which it passes under the Southampton and Dorchester Railway at the eastern end of Redbridge Station. And the Bill will or may extinguish all private and other rights of way and other rights over or affecting the site of the approach road from the road leading from Redbridge to Southampton to the wharf included in the lands described in this paragraph.

8. To make provision as to the application of any monies which may be or may become payable by the Company, or of any debenture or other stock or shares of the Company which may have been or may be created or issued by the Company upon or in connection with a sale, transfer or lease to them of the undertaking or any part of the undertaking of the Mid Hants Railway Company, and as to the division and apportionment of any such monies, stock or shares amongst the holders of debenture and other stock and shares, and the mortgagees and creditors of the Mid Hants Railway Company, or any of them, or any classes thereof, and to sanction and confirm any agreement which may have been or may be made between or on behalf of the Company and the Mid Hants Railway Company with reference to any such matters and to make the provisions of the Bill or the terms of any such agreement obligatory and binding upon all debenture and other stock and share-

holders, mortgagees and creditors of the Mid Hants Railway Company; and to provide (if thought necessary or expedient) for the winding up of the affairs and for the dissolution of the last mentioned Company.

9. To make it obligatory on the holders of any stocks of the Company for the time being to exchange their stocks for other stock created or to be created under the powers of the South Western Railway (Various Powers) Act, 1880, and to enable the Company to cancel and extinguish any such stock as may be so given in exchange.

10. To authorise the Company for all or any of the purposes aforesaid, or for the general purposes of the Company or of the Bill, to apply their funds and revenues and to raise further moneys by the creation and issue of new shares or stock, ordinary or preferential, or both, and by borrowing.

11. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreements or arrangements aforesaid, and to confer other rights and privileges.

12. And it is intended so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say: 4 and 5 Wm. 4, cap. 88; 2 and 3 Vic., cap. 28; 7 and 8 Vic., caps. 5, 63 and 86; 8 and 9 Vic., caps. 86, 93, 121, 165 and 185; 9 and 10 Vic., caps. 131 and 252; 10 and 11 Vic., caps. 58, 96, 97, 145 and 249; 11 and 12 Vic., caps. 75 and 89; 12 and 13 Vic., cap. 34; 19 and 20 Vic., cap. 71; 21 and 22 Vic., cap. 82; 22 and 23 Vic., cap. 15; 23 and 24 Vic., caps. 50, 158, 180 and 185; 25 and 26 Vic., caps. 151 and 177; 26 and 27 Vic., caps. 90 and 109; 27 and 28 Vic., caps. 120 and 325; 28 and 29 Vic., caps. 102, 104, 273 and 304; 29 and 30 Vic., caps. 216 and 217; 36 and 37 Vic., cap. 161; 37 and 38 Vic., cap. 143; 38 and 39 Vic., cap. 166; 39 and 40 Vic., cap. 213; 40 and 41 Vic., cap. 108; and 43 and 44 Vic., cap. 183; and all or any other Acts relating to the Company; 24 and 25 Vic., cap. 111; 27 and 28 Vic., cap. 298; and 39 and 40 Vic., cap. 213, and all or any other Acts relating to the Mid Hants Railway Company.

13. And notice is hereby also given, that on or before the 30th day of November, 1880, plans and sections of the railways and other works proposed to be authorised by the Bill, showing the lines and levels thereof, and plans also of the lands to be purchased or acquired by compulsion under the powers of the Bill, with a book of reference to such plans respectively, together with in each case a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, in that county, with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in that county, with the Clerk of the Peace for the town and county of the town of Southampton, at his office at Southampton, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in that county; and that on or before the said 30th day of November a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish and extra-parochial place in or through which the said railways 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 or acquired compulsorily under the powers of the Bill are situate, together with a copy of this

Notice as published in the London Gazette will be deposited for public inspection as follows, that is to say:—In the case of the parish of Saint Mary, Lambeth, with the vestry clerk of that parish at his office at Kennington-green, Kennington-road, in that parish, and in the case of the parishes of Wandsworth and St. Mary Battersea, with the clerk of the Board of Works for the Wandsworth District, at his office at Battersea-rise, in the parish of St. Mary Battersea, and in the case of each other parish with the parish clerk thereof at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

Printed copies of the 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 17th day of November, 1880.

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

J. C. Rees, 13, Great George Street, Westminster, Parliamentary Agent.

In Parliament—Session 1881.

Bristol Port and Channel Dock and Warehouses. (Power to Sell or Lease Undertaking of Bristol Port and Channel Dock Company, and Permissive or Compulsory Sale or Lease of Undertaking of Bristol Port and Channel Dock Warehouse Company, Limited, to Corporation of Bristol, or Great Western and Midland Railway Companies, or either of those Companies; Transfer, &c., of Powers; Alteration and Levying of Tolls, &c.; Agreements with and Money Powers to the Corporation and the two Railway Companies; Special Provisions as to Application and Distribution of Purchase Money or Rent; Rearranging or Regulation of Rights of Stock, Share, and Debenture Holders and Creditors of Dock and Warehouse Companies aforesaid by Arbitration or otherwise; Dissolution of those Companies; Provision for Payment of Costs of Act; Amendment of Acts.)

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

1. To authorize and empower the Bristol Port and Channel Dock Company (hereinafter called "the Dock Company") to sell and transfer or lease to the mayor, aldermen, and burgesses of the city of Bristol (hereinafter referred to as "the Corporation"), or to the Great Western Railway Company and the Midland Railway Company (hereinafter referred to as "the two Railway Companies") or either of those Companies, their undertaking, lands, property, and effects, or some part or parts thereof respectively, upon and subject to such terms, pecuniary and otherwise, and conditions, and in case of a lease for such term or terms of years as have been or may be agreed between the Dock Company on the one side and the Corporation or the two Railway Companies, or either of them, on the other side, or as may be determined by arbitration, or prescribed or settled by or under the Bill, and so far as may be necessary for the purpose of any such sale or transfer to the Corporation, to vary or repeal the provisions or some of the provisions of section 65 of the Bristol Port and Channel Dock Act, 1864 (hereinafter referred to as the Act of 1864).

2. To transfer to and vest in the Corporation or the two Railway Companies, or one of those

Companies, and to enable them to exercise and enjoy all or some of the powers, rights, and privileges of the Dock Company, under the Act of 1864, and all or any of the other Acts hereinafter mentioned, relating to the Dock Company, including powers for the compulsory purchase of lands and houses, and the execution and completion of authorised works which have not been, or have only been partly, executed.

3. To vary or repeal the tolls, dues, rates and charges which the Dock Company are now authorised to take levy, and demand, and to empower the Corporation or, as the case may be, the two Railway Companies, or one of them, to take, levy, demand and recover tolls, rates, dues and charges in respect of the Dock Company's undertakings, lands and property.

4. To authorise or require the Bristol Port and Channel Dock Warehouse Company, Limited (hereinafter referred to as "the Warehouse Company") to sell and transfer, or to lease to the Corporation, or to the two Railway Companies, or one of them, their undertaking, lands, property, and effects or some part or parts thereof respectively upon and subject to such terms, pecuniary and otherwise, and conditions, and, in the case of a lease, for such term or terms of years as have been or may be agreed between the Warehouse Company and the Corporation, or, as the case may be, the two Railway Companies, or either of them, or as may be determined by arbitration, or prescribed or settled by or under the Bill.

5. To authorise the Dock Company and the Warehouse Company, or either of them, on the one side, and the Corporation or the two Railway Companies, or either of them, on the other side, to enter into and carry into effect agreements and arrangements with reference to any of the matters aforesaid, and to sanction and confirm any such agreement or agreements which have been or may be made.

6. To make all necessary and proper provision for the maintenance, management, and regulation of the undertaking or premises comprised in any such sale, transfer, or lease, as aforesaid.

7. To enable the Corporation from time to time, for the purpose of and in connection with any such sale, transfer, lease, or agreement as aforesaid, or for any of the purposes of the Bill, to apply the revenue derived or to be derived from their docks, estate, town dues, tolls, duties, wharfages, or other income derived from or arising in connection with shipping, and the borough rate and borough fund, and any other rates from time to time belonging to the Corporation, and to raise further money by borrowing on mortgage of their said dock and other estate and income funds and rates aforesaid, and of any rate or fund or other property belonging to or under the control of the Corporation, and by rentcharges, debentures, debenture stocks, and annuities, perpetual or otherwise.

8. To empower the two Railway Companies, or either of them, to apply for any of the purposes aforesaid, their corporate funds and moneys, and to raise further moneys by the creation and issue of new ordinary or preferential shares or stock, and by debenture stock, or by borrowing.

9. To provide for the application and the distribution between the stock, share, and debenture holders, and creditors of the Dock Company and the Warehouse Company respectively, in such manner and proportions as may be prescribed by the Bill, or determined by any arbitrator to be appointed under the powers of the Bill, of the purchase money, rent, or other consideration, payable in respect of or under any such sale,

transfer, lease, or agreement, as aforesaid, and if necessary, to vary and regulate the rights *inter se* of such stock, share, and debenture holders and creditors.

10. To provide, if need be, for the winding-up of the affairs, and the Dissolution of the Dock Company and the Warehouse Company, or one of them.

11. To make provision for the payment of the costs, charges, and expenses of and incidental to, the preparing for obtaining and passing of the intended Act by the Dock Company and the Corporation and the two Railway Companies, or any or either of them.

12. To vary and extinguish all or any rights or privileges which are inconsistent or would interfere with any of the objects of the Bill, and to confer other rights and privileges.

13. To amend or repeal the provisions, or some of the provisions of the Act hereinafter mentioned, or some of them, that is to say, 27 and 28 Vict., cap. 241; 34 and 35 Vict., cap. 156; 35 and 36 Vict., cap. 162; 37 and 38 Vict., cap. 175; 38 and 39 Vict., cap. 35; 40 and 41 Vict., cap. 65; 41 and 42 Vict., cap. 59; 43 and 44 Vict., cap. 49, and all other Acts relating to the Dock Company and to the Warehouse Company, or either of them; and 46 Geo. III, cap. 26; 3 Geo. IV, cap. 24; 11. and 12 Vict., cap. 43; 28 and 29 Vict., cap. 33; 43 and 44 Vict., cap. 2, and all other Acts relating to the Corporation; and 5 and 6 Will. IV, cap. 107, and all other Acts relating to the Great Western Railway Company; and 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company.

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

Dated this 18th day of November, 1880.

Henry Brittan and Co., Bristol, Solicitors for the Bill.

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

In Parliament—Session 1881.

Lea Bridge, Leyton, and Walthamstow Tramways.

(Incorporation of Company; Construction of Tramways in the Counties of Middlesex and Essex; Power to levy Tolls; Agreement with Local Authorities and other Parties; Compulsory Purchase of Lands; Widening of certain Roads; Improvement of Gradients and Reconstruction of or Widening of the Lea Bridge, in the parishes of St. John, Hackney, in the county of Middlesex, and Leyton, in the county of Essex; Amendments of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to effect all or some of the purposes following, that is to say, to incorporate a Company (hereinafter called "the Company") and to empower the Company to make, form, lay down, maintain, and use and work with all proper rails, plates, sleepers, works, and conveniences connected therewith the several tramways hereinafter described, or some of them, in the counties of Middlesex and Essex, that is to say:—

Tramway No. 1 (single line), commencing at a point in the Clapton-road opposite and in a line with the south wing wall of No. 5, Lea Bridge Corner, 6 feet or thereabouts from the centre of the east rails of the North Metropolitan Tramway (Lea Bridge-road branch), and terminating at a point in the road leading from Whipps Cross to

Woodford, opposite and in a line with the west flank wall of the Rising Sun public-house.

Tramway No. 1a (single line), commencing at a point in the Clapton-road opposite and in a line with the south wing wall of No. 5, Lea Bridge Corner, and terminating in the centre of the road at a point being the west edge of a foot crossing, at the commencement of the Lea Bridge-road.

Tramway No. 1b (single line), commencing at a point in the centre of the road opposite the third telegraph post east of milestone, the said point being taken at right angles to line of road, and terminating at a point in the centre of the road 2 chains east of the commencement of the said Tramway No. 1b.

Tramway No. 1c (single line), commencing at a point in the centre of the road opposite and in a line with the west flank wall of the main building of the New River Waterworks, and terminating at a point 2 chains in an easterly direction of the said commencement in the centre of the Lea Bridge-road.

Tramway No. 1d (single line), commencing at a point in the centre of the road, 2 chains west of a point opposite and in a line with the west flank wall of Meadow Cottage, and terminating at a point in the centre of the road, opposite and in a line with the west flank wall of Meadow Cottage.

Tramway No. 1e (single line), commencing at a point in the centre of the road, opposite and in a line with the west flank wall of Rebecca Villa, and terminating at a point in the centre of the road opposite and in a line with the east flank wall of Belinda Villa.

Tramway No. 1f (single line), commencing at a point in the centre of road, opposite and in a line with the west flank wall of Westborne Villa, and terminating at a point in the centre of road, in a line with the west flank wall of Carlton Villa.

Tramway No. 1g (single line), commencing at a point in the centre of the road, 2 chains west of the westerly corner of Copeland-road, and terminating at a point in the centre of the road, in a line with the westerly side of the said Copeland-road.

Tramway No. 1h (single line), commencing at a point opposite and in a line with a wall adjoining the Leyton Parish Boundary Post, situated about 9.50 chains from the easterly end of the Chestnut Tree public-house, and terminating at a point in the centre of the road, 2 chains in an easterly direction from the above point.

Tramway No. 1j (single line), commencing at a point 3 chains 40 links west of the sixth milestone from London, and running along the Epping-road in an easterly direction, round the waste ground, and terminating by a junction with Tramway No. 1, at a point in the centre of the junction of the roads, 42 feet west from sign-post directing to the Rising Sun and Woodford.

Tramway No. 1k (single line), commencing at a point in the centre of the road, 2 chains west of the westerly flank wall of the Rising Sun, and terminating opposite and in a line with the west flank wall of the aforesaid public-house.

In the following instances the said tramway 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 hereinafter mentioned, and the nearest rail of the tramway, that is to say:

Tramway No. 1 from a point opposite and in a line with the west wing wall of No. 1, Lea Bridge-road, to a point opposite and in a line with the division fence between Nos. 2 and 3, Glaskyn-villas, on both sides.

Tramway No. 1d for the whole distance of the same on the south side.

Tramway No. 1e for the whole distance on the north side.

Tramway No. 1f for the whole distance on the south side.

Tramway No. 1g for the whole distance on the south side.

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

The above described tramways will pass from, through, or into, and be situate in the several parishes, townships, or places following, or some of them, that is to say, St. John, Hackney, in the county of Middlesex, Leyton and Walthamstow, both in the county of Essex.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches, to consist of a single pair of rails, and it is not intended to run on the tramway carriages or trucks adapted for use on railways.

To enable the Company to purchase and take by compulsion or otherwise, or to take on lease lands, buildings, and hereditaments, or rights or easements therein in the before-mentioned parishes for the purposes of the Act, and to hold such lands, buildings, and hereditaments, and to erect on the lands so to be purchased or taken offices, stables, and buildings, and other conveniences, and to dispose of by way of sale, letting, or otherwise, of any lands, buildings, or hereditaments so purchased and erected by them.

To enable the Company to make certain agreements with the Hackney Board of Works and other road authorities as to improvements of gradients, the widening, pitching, or reconstruction of certain roads, over or along which it is proposed to lay the said tramway.

To authorise the temporary occupation by the Company, or on their behalf, of lands and buildings for the purposes of the Act, and to incorporate all or some of the provisions of the Railway Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

To empower the Company to enter upon, break up, and use, and to alter, divert, stop up, remove, and interfere, either temporarily or permanently, with streets, roads, and other thoroughfares, bridges, and to strengthen or widen or otherwise alter same, ways, footpaths, rivers, watercourses, sewers, drains, pavements, water, gas, and other pipes, electric telegraph pipes, tubes, and apparatus within all or any of the parishes or places hereinbefore mentioned, for the purpose of constructing, repairing, removing, renewing, altering, or reinstating the intended tramways and works, or substituting others in their place, or for other purposes of the Act.

To enable the Company when by reason of the execution of any work affecting the surface or soil of any street, road, or other thoroughfare through or along which any tramway belonging to the Company is laid or otherwise it is necessary or expedient to remove, alter, or discontinue the use of any such tramway as aforesaid, 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 parish or place mentioned in this notice, and to maintain as 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 intended so to be. To empower the Company to lay down, make, and maintain, from time to time, such junctions, curves, crossings, passing places, sidings, turn-outs, and other works, in addition to those particularly specified in this notice as they may find necessary or convenient for the due and efficient working of their tramways, or for facilitating the traffic of the streets in which the same are laid, or any of them, or for providing access to any stables or carriage sheds or works of the Company, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, passing places, sidings, turn-outs, and other works as may be prescribed in the Act.

To reserve to the Company the exclusive right of using on the proposed tramways and works carriages adapted or suitable for running thereon.

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 Company, 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 the tramways, 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 and corporations.

To enable the Company and 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 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 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 over and along the same or any other part thereof.

To provide for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, thoroughfares, 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, local board, or other rate or assessment in respect of any portion or part of any of the respective streets, thoroughfares, roads or places upon or along which any of the proposed tramways, rails, or plates, sleepers, or work or works may be laid.

To provide for and regulate the usage by the Company for the purposes of the intended Act of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same, and

for the conveyance of passengers, or other traffic upon the same, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights or privileges.

To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, thoroughfares, 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 for preventing obstructions to all or any such traffic, and to enable the Company and the respective authorities having the control of such streets, roads, thoroughfares, or places or any of them, or any or some of Her Majesty's Principal Secretaries of State, or the Board of Trade, or some other public body, local board, or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the intended Act. To confer upon the directors all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the 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, 1863, the Companies Clauses' Act, 1869, and the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Act will adopt, alter, amend, extend, enlarge, or repeal as far as may be necessary or expedient for any of the purposes thereof the provisions of the Tramways Act, 1870.

And notice is hereby further given, that on or before the 30th of November, 1880, duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his offices at the Sessions House, Clerkenwell, in that county; with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in that county; with the Clerk of the Local Board of Walthamstow, at his office at the Town Hall in Orford-road, Walthamstow; with the Clerk of the Local Board of Leyton, at his office at the Vestry House, Church-road, Leyton; with the Clerk of the Board of Works for the Hackney District, at his office at the Town Hall, Hackney; and with the Metropolitan Board of Works, at their office in Spring-gardens, in the county of Middlesex; and a copy of so much of the said plans and sections and book of reference as relates to each of the other parishes, townships, and extra-parochial places, in, through, or into which the tramways are proposed to be laid, and also a copy of this notice, as published in the London Gazette will, on or before the said 30th of November, be deposited for public inspection 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 notice is hereby further given, that on or before the 21st day of December, 1880, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th of November, 1880.

H. J. West, 10a, Great Queen-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1881.

Liverpool City Police Superannuation.
(Amendment of the Liverpool Police Superannuation Fund Act, 1854.)

NOTICE is hereby given, that an application is intended to be made to Parliament in the next Session by the Mayor, Aldermen, and Citizens of the city of Liverpool, in the county of Lancaster (hereinafter called "the Corporation"), for an Act for all or some of the following objects and purposes (that is to say):

1. To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of "The Liverpool Police Superannuation Fund Act, 1854" (hereinafter called "the principal Act"), so as to provide that in the case of the sickness or absence of any member of the City Police Force, any sum stopped or deducted from pay shall be paid to the trustees of the Police Superannuation Fund as a contribution from wages or salaries, and to provide for the application of such deductions or payments, and to make other provisions in respect thereof.

2. To alter, amend, extend, enlarge, or repeal the powers and provisions of the principal Act, or some of them, so as to make good any deficiency in account No. 1 of the principal Act out of account No. 2, and to provide for any ultimate deficiency in either of the said accounts out of the City Fund.

3. To alter, amend, extend, enlarge, or repeal the 18th section, and any other provisions of the principal Act, so as to substitute other ages of officers for the ages of 52 years and 55 years mentioned in the said 18th section.

4. To alter, amend, extend, enlarge, or repeal the 23rd and 24th sections of the principal Act, and any other provisions thereof, so as to provide that members of the City Police Force shall not receive any such superannuation allowance or additional pay as they are now entitled, with the consent of the Watch Committee, to receive, in addition to their wages for service in the said force, after becoming entitled to superannuation allowance.

5. To alter, amend, extend, enlarge, or repeal the 17th section of the principal Act, and any other provisions thereof, so as to provide that the superannuation of members of the City Police Force who have served in different ranks or capacities, or with different rates of pay, shall be computed by taking an average of the pay during a certain period of the service, instead of during the whole thereof.

6. To alter, amend, extend, enlarge, or repeal the 19th and 20th sections of the principal Act, and any other provisions thereof, so as to provide superannuation allowance for members of the City Police Force not otherwise entitled, who shall have served more than 15 years, and have from infirmity of body or mind become incapable to discharge their duties.

7. To alter, vary, extinguish, or repeal all existing rights or privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

8. To alter, amend, extend, enlarge, or repeal the powers and provisions, or some of them, of the principal Act of the Municipal Corporations Act, 5th and 6th William IV, cap. 76, or of any other public or local Act which it may be necessary to amend, alter, or repeal, for any of the purposes of the intended Act.

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

Dated this 10th day of November, 1880.

Joseph Rayner, Town Clerk, Liverpool.

Board of Trade.—Session 1881.

Dudley, Stourbridge, and Kingswinford
Tramways.

(Construction of Tramways between Dudley, Stourbridge, and Kingswinford; Compulsory uses of Streets, &c.; Tolls; Use of Steam or Mechanical power.)

A PPLICATION 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 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 the following tramways, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences, that is to say:—

A Tramway (No. 1), commencing in the parish of Dudley, on the public highway leading from Tipton to Dudley (formerly part of the Dudley and Brettel-lane Turnpike-road) and now known as the Tipton-road, at a point thereon 1 chain and 75 links north of the centre of the entrance in such road to the station of the South Staffordshire Railway, belonging to the London and North Western Railway Company, and proceeding thence along the Tipton-road in a southwardly direction to the end thereof, and thence in a westwardly direction, passing along the streets, places, and roads in the town and parish of Dudley, next hereinafter mentioned, namely, the Birmingham-road, Castle-street, the Market-place, High-street, Upper High-street, Queen's Cross, Springsmire, and Scott's Green, and there terminating at the point in the highway leading from Dudley to Kingswinford, where such highway (formerly part of the Dudley and Brettel-lane turnpike road) divides and branches off, and goes one part in a westwardly direction through Pensnett and Shut End to Kingswinford, and the other part in a south-westwardly direction through Holly Hall, Harts Hill, Round Oak, Brierley Hill, and Brettel-lane, to Stourbridge.

Tramway No. 1 will be a single line throughout, excepting between the following points, where it will be a double line, namely—between the point in the said Tipton-road, where the said tramway commences, and a point in the same road south of such first mentioned point, and at the distance of 3 chains 50 links therefrom. Between a point situate in the Birmingham-road, at the distance of 2 chains and 65 links east of the junction of Castle-street with the said Birmingham-road, and a point situate in Castle-street south-west of such first-mentioned point, and at the distance of 2 chains and 60 links therefrom. Between a point situate opposite the junction of Fisher-street with Castle-street, and a point situate 1 chain and 40 links east of the junction of Union-street and Wolverhampton-street, with the High-street, in Dudley. This portion of the route of Tramway No. 1 will be a loop-line traversing both sides of the Market-place of Dudley. Between a point situate in High-street, and at the distance of 1 chain and 15 links west of the junction of Vicar-street, with that street, and a point situate in Upper High-street, and at the distance of 15 links east of the junction of Stafford-street with Upper High-street. Between a point situate in Queen's Cross in the highway leading from Dudley to Kingswinford, and at

the distance of 15 links east of the junction of Farthing's-lane with that highway, and a point upon the same highway, 2 chains and 45 links distant in a westwardly direction from the said junction, and between a point situate in the highway leading from Dudley to Kingswinford, at the distance of 2 chains and 60 links east of the termination of the Tramway No. 1 above described, and the point at which such tramway will terminate, as hereinbefore described.

A Tramway (No. 2) commencing by a junction with Tramway No. 1 at its termination above described, and proceeding thence in a westwardly direction along the public highway leading from Dudley to Kingswinford, and passing along and through the places in the parishes of Dudley and Kingswinford next hereinafter mentioned, namely, Pensnett, Shut End, Kingswinford, and Town's End, and terminating at a point in the said highway in Town's End aforesaid, situate 85 links east of the intersection of the said highway by the turnpike road from Wolverhampton to Wordsley (part of the Dudley, Birmingham, Wolverhampton and Streetway district of turnpike roads, and hereinafter called the said turnpike road), and opposite to the Cross Inn. Tramway No. 2 will be a single line throughout, excepting between the following points, where it will be a double line, namely, between a point situate in the highway leading from Dudley to Kingswinford, at the distance of 1 chain and 30 links east of the junction of the road leading from Holly Hall with the said highway, and a point situate in the same highway at a distance of 1 chain and 30 links west of the said junction; between a point situate in the said highway in Pensnett, at the distance of 65 links east of the junction of Chapel-street with that highway, and a point situate 1 chain and 95 links west of the said junction. Between a point situate in the said highway in Shut End, at the distance of 1 chain west of the junction of the road from Tansey Green with the said highway, and opposite the Four Furnaces Inn, and a point situate in the said highway at the distance of 3 chains and 60 links west of the said junction. Between a point situate in the said highway at the distance of 3 chains and 25 links east of centre of the bridge which carries the said highway over the Stourbridge Extension canal and a point situate at the distance of 65 links east of the centre of the said bridge. Between a point situate in the said highway at the distance of 5 chains and 15 links east of the junction of a road (opposite the Old Rectory House, Kingswinford) with the said highway. Between a point situate in the said highway at the distance of 9 chains and 35 links west of a point opposite the "Old Court House" Inn, at Kingswinford and a point situate at the distance of 11 chains and 95 links west of the same point opposite the Old Court House Inn. And between a point in the said highway in Town's End, Kingswinford, at the distance of 3 chains and 45 links east of the intersection of the said highway by the said turnpike road and a point at which the Tramway No. 2 will terminate as above described.

A Tramway (No. 3) commencing by a junction with Tramway No. 2 at its termination above described, and thence proceeding along the said turnpike road in a southwardly direction and passing along the said road to and through the village of Wordsley, and along the highway leading from Wordsley to Stourbridge as far as the junction of that highway with the highway leading to Brierley Hill, formerly part of the Dudley and Brettel-lane turnpike road, and

there terminating in Brettel-lane at a point situate 1 chain and 25 links distant from the junction of the said highways.

Tramway No. 3 will be a single line throughout excepting between the following points where it will be a double line, viz.: Between a point situate in the said turnpike road at the distance of 31 chains and 65 links south of the commencement of the Tramway No. 3, and a point situate south of the commencement of the said tramway, and at the distance of 34 chains and 25 links therefrom and in the said turnpike road. Between a point situate in the said turnpike road at the distance of 1 chain and 5 links north of the junction of Bromley-lane with that turnpike road and a point situate in the same turnpike road at the distance of 1 chain and 55 links south of the said junction. Between a point situate in the said turnpike road in the village of Wordsley at the distance of 3 chains and 25 links north of the junction of Lawnswood-road and that turnpike road and a point situate at the distance of 65 links north of the said junction. Between a point situate in the said road in the village of Wordsley and at the distance of 1 chain and 85 links north of the junction of Brewery-street with that road, and a point situate in the highway leading from Wordsley to Stourbridge and at the distance of 75 links south of the said junction. And between a point situate in the said highway at the distance of 2 chains and 15 links south of the junction of John-street in Wordsley with the said highway, and a point situate in that highway at the distance of 4 chains and 75 links south of the said junction.

A Tramway (No. 4) commencing by a junction with Tramway No. 3 at its termination above described and proceeding thence in a southwardly direction along the highway leading from Wordsley to Stourbridge, through the village and hamlet of Amblecote, and terminating in the hamlet of Amblecote at a point in the said highway situate at a distance of 50 links north of the place where the river Stour passes under such highway.

Tramway No. 4 will be a single line throughout, excepting between the following points, where it will be a double line, namely, between a point situate in the highway leading from Wordsley to Stourbridge, at the distance of 2 chains and 45 links north of the junction of the Dennis Park-road and the said highway, and a point situate in the said highway at the distance of 15 links south of the said junction. Between a point situate in the said highway at a distance of 2 chains and 75 links north of the junction of the road by Amblecote Church and that highway, and a point situate in the same highway, at the distance of 15 links north of the said junction. And between a point situate in the same highway in the hamlet of Amblecote, at the distance of 3 chains and 10 links north of the river Stour and the termination of Tramway No. 4 above described.

A Tramway (No. 5) commencing by a junction with Tramway No. 4 at its termination above described, and proceeding thence in a southwardly direction in and through the hamlet of Amblecote, and in and through the High-street and into the Hagley-road, in the town of Stourbridge, and terminating at a point situate in the Hagley-road aforesaid, at the distance of 5 chains south of the south end of the New County Court in that road. Tramway No. 5 will be a single line throughout, excepting between the following points, where it will be a double line, viz., between a point situate in

the High-street, Stourbridge, at the distance of 5 chains and 65 links north of the Market Clock in that street, and a point situate in the same street, at the distance of 3 chains and 5 links north of the said Market Clock; and between a point situate in the Hagley-road, and at the distance of 1 chain and 50 links south of a point upon the said road, opposite the south end of the New County Court aforesaid, and the point at which Tramway No. 5 will terminate, as above described.

A Tramway (No. 6), commencing by a junction with Tramway No. 3, at its termination above described, and proceeding thence in an eastwardly direction along the highway leading from Stourbridge, through Brierley Hill, to Dudley (formerly part of the Dudley and Brettel-lane turnpike road), and through the places next hereinafter mentioned, namely, Dennis Park, Brettel-lane, Brierley Hill, Round Oak, Harts Hill, and Holly Hall, and terminating in the said highway by a junction with Tramway No. 1, at the termination thereof, as above described.

Tramway No. 6 will be a single line throughout, excepting between the following points, where it will be a double line, namely, between a point in the said highway situate at Brettel-lane, at the distance of 4 chains and 75 links west of the road leading out of such highway and a point 2 chains and 15 links west of the said road; between a point situate in the said highway at the distance of 2 chains and 15 links west of the entrance in that highway to the Great Western Railway at Brettel-lane Station and a point situate in the said highway at the distance of 45 links east of the same entrance; between a point situate in the said highway at the distance of 2 chains and 60 links west of the junction between the said highway and the Delph-road, and a point situate at or about opposite to the said junction and in the said highway; between a point situate upon the said highway at a distance of 2 chains and 60 links west of a point opposite the Police Station at Brierley Hill, and a point upon the said highway opposite the said Police Station; between a point situate upon the main street of Brierley Hill, and at the distance of 4 chains and 15 links south of the junction of Level-street with the said main street, and a point situate upon the said main street at the distance of 1 chain and 55 links south of the said junction; between a point situate upon the said highway from Stourbridge to Dudley, at the distance of 65 links west of a point upon the said highway, opposite the entrance in that highway to the Great Western Railway at Round Oak Station, and at a point situate upon the same highway, at the distance of 2 chains and 35 links west of the junction of Wallows-street and the said highway. Between a point situate in Harts Hill upon the said highway, and at the distance of 2 chains and 75 links south of the junction of Canal-street and the said highway, and a point situate upon the same highway, opposite to the said junction. Between a point situate in Harts Hill upon the said highway, at a point immediately north of a colliery tramway crossing the said highway, and a point situate upon the same highway, at the distance of 2 chains and 60 links north of the crossing of the said colliery tramway. And between a point situate at Holly Hall upon the said highway leading from Stourbridge to Dudley, at a distance of 35 links north-east of the junction of the highway, late the Pedmore Turnpike-road, with the first-mentioned highway, opposite Holly

Hall schools, and a point situate at Holly Hall, upon the highway leading from Stourbridge to Dudley, at a distance of 2 chains and 95 links east of the said junction.

The said intended tramways and works will pass or be made from, in, through, or into, and be situate within, the several parishes and places following, or some of them (that is to say):—

The parishes of Dudley and Oldswinford in the county of Worcester, and the parish of Kingswinford in the county of Stafford.

The said tramways will be constructed on the gauge of four feet from centre to centre of rails.

It is not intended to run on the tramways carriages or trucks adapted for use upon railways.

It is proposed to lay such portions of the intended tramways as are hereinafter specified, 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 streets or roads hereinafter mentioned and the nearest rail of the tramway.

Tramway No. 1: In Castle-street, Dudley, on the east side thereof, between the junction of that street with the Birmingham-road and a point 50 links north of the junction of Fisher-street with Castle-street.

Also in High-street, Dudley, on the east side thereof, between a point situate 90 links south of the junction of Stone-street with that street, and a point situate 4 chains and 30 links south of the same point and opposite the Grammar School, and also in High-street, on the east side thereof, between a point situate 2 chains and 30 links north of the junction of that street with Vicar-street and a point situate 1 chain and 45 links south of the same junction and opposite the entrance to St. Thomas's Church.

Also in Upper High-street, Dudley, on the east side thereof, between a point situate at the south corner of the junction of that street with Stafford-street, and a point situate 5 chains and 55 links south of the same junction; a total distance on Tramway No. 1 of 18 chains and 75 links.

Tramway No. 2 on the highway leading from Dudley to Kingswinford in Pensnett on the south side thereof, between a point situate 4 chains east of the entrance gate to the Hollies Farm, and a point situate opposite the said entrance gate.

Also on the same highway in Shut End on the south side thereof, between a point situate 3 chains and 75 links east of its junction with the Shut End-road, and a point situate 2 chains and 25 links east of the said junction.

Also on the same highway in the village of Kingswinford on the south side thereof, between a point situate 19 chains and 15 links east of the junction of the said highway with the said Wolverhampton and Wordsley turnpike road, and a point situate 14 chains and 25 links east of the said junction, a total distance on Tramway No. 2 of 10 chains and 40 links.

Tramway No. 3, on the said turnpike road in Kingswinford, on the east side thereof, between a point situate 1 chain south-west of the commencement of the said tramway and a point situate 4 chains and 30 links distant from the same commencement. And also between points situate 8 chains and 80 links, and 16 chains and 30 links distant respectively from the commencement of the said tramway, and in a southwardly direction therefrom.

Also on the highway from Wordsley to Stourbridge, in Wordsley, on the east side thereof,

between a point situate 5 chains and 50 links south of Brewery-street, and a point situate 8 chains and 50 links south of the same street. And also upon the same highway, between a point 11 chains north of the junction of John-street with the said highway, and a point situate 5 links south of the said junction. A total distance on Tramway No. 3 of 25 chains and 92 links.

Tramway No. 4 on the highway from Wordsley to Stourbridge, in the hamlet of Amblecote, on the east side thereof, between a point situate 3 chains and 25 links south of the entrance gates to the mansion house called the Hill, and a point distant 6 chains and 25 links south of the same point upon the said same highway, a distance of 3 chains on Tramway No. 4.

Tramway No. 5 in the High-street of Stourbridge, and on the west side thereof, between a point situate 1 chain and 50 links north of the junction of that street with Enville-street, and a point opposite the north corner of Enville-street, and also in High-street, Stourbridge, and on the west side thereof, between a point situate 50 links south-west of the market clock in that street, and a point distant 4 chains and 75 links in a south-westwardly direction from the said clock. And also in High-street, Stourbridge, and on the west side thereof, between a point situate 5 chains and 75 links distant from the said clock in a south-westwardly direction, and a point situate 1 chain and 20 links north-east of the junction of the High-street with the Hagley-road, a total distance on Tramway No. 5, of 20 chains and 68 links.

Tramway No. 6, at Brettle-lane, on the north side of the highway from Dudley to Brierley Hill and Stourbridge, between a point situate 2 chains and 50 links west of the junction of Bull-street with that highway, and a point situate 1 chain west of the same junction—a distance of 1 chain and 50 links.

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 and 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 purposes of the said 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 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, or any other tramway system.

To enable the promoters, when, by reason of the execution of any work affecting the surface or soil on 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, houses, and property, and to erect stables, offices, buildings, and other conveniences, on any such lands, and to sell, lease, or dispose of lands, houses, and property.

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, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

To empower the promoters to hold and acquire patent rights in relation to tramways and the motive power thereon.

To authorise 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 steam or mechanical power for the moving thereon of carriages, as may be prescribed or authorised by the said order.

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.

To provide for and regulate the use 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.

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, and to prohibit, except by agreement with the promoters, and upon terms to be prescribed by the Provisional Order or otherwise, the use of the said tramways and works by persons or corporations other than the promoters, with carriages with flange wheels or other wheels especially 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.

To make provision for regulating the passage of traffic whether of the promoters or not, along streets, roads, and places, in which the said 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 road 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 any of the provisions of the Provisional Order.

To enable the promoters and the Corporation of Dudley, the Stourbridge Improvement Commissioners, the Local Board of Brierley Hill, or any of them, 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 sanction, confirm, and give effect to any contracts or agreements made or to be made hereafter for any of the purposes in this notice mentioned.

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 30th day of November, 1880, 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 Worcester, with the Clerk of the Peace for the county of Stafford at his office at Stafford, with the town clerk of the borough of Dudley, with the clerk to the Stourbridge Improvement Commissioners, and with the clerk to the Local Board of Brierley Hill, 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, 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.

The draft of the Provisional Order will be deposited at the Board of Trade, on or before the 23rd day of December, 1880, 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. Dyson and Co., Parliamentary Agents, No. 24, Parliament-street, in the city of 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 bringing before them any objection respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1881; and copies of such representation 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 agents should state that a copy has been sent to the promoters or their agents.

Dated this 19th day of November, 1880.

Henry M. Wainwright, Dudley, Solicitor.
Dyson and Co., 24, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1881.

Norwood, Penge, and Crystal Palace District Tramways.

(Incorporation of Company; Power to Construct Tramways in the Parishes of Croydon and Hamlet of Penge, in the County of Surrey; Tolls; Power to Work Tramways by Mechanical Power; Traffic Arrangements and Working and other Agreements with the Croydon Tramways Company; Power to Croydon Tramways Company to work their Tramways by Mechanical Power; Incorporation and Amendment of Acts, and other purposes.)

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

To incorporate a Company (hereinafter called "the Company") with power to make, form, lay down, maintain, and work the several Tramways and other works hereinafter described, or some of them, with all necessary and proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):—

Tramway No. 1, commencing by a junction with Tramway No. 2, authorised by the "Croydon Street Tramways (Extensions) Order, 1880," confirmed by the "Tramways Orders Confirmation (No. 1) Act, 1880," at a point in High-street, Thornton Heath, 2·50 chains or thereabouts from the junction of that street with Whitehorse-road, thence crossing the Grange-road, passing along Whitehorse-lane and Clifton-road, and terminating in the Selhurst-road, 0·75 chain north-east of the junction of that road with Clifton-road.

The intended Tramway No. 1 will be laid as a single line, except between the following points, where it will be laid as a double line, viz. :—

In Whitehorse-lane, between points respectively 2 chains and 5 chains from the junction of that lane with Whitehorse-road.

In Clifton-road, between points respectively 0·8 chain and 3·8 chains north-west of the junction of that road with Holmesdale-road.

Tramway No. 1A.—A single line, commencing by a junction with the said authorised Tramway No. 2, at a point in Whitehorse-road, 0·6 chain from the junction of that road with Whitehorse-lane, and terminating in Whitehorse-lane by a junction with the intended Tramway No. 1, 2 chains from the point of commencement of the Tramway now in description.

Tramway No. 1B.—A single line, commencing by a junction with the intended Tramway No. 1, at a point in Clifton-road, 0·75 chain from the junction of that road with Selhurst-road, and terminating at a point in the Selhurst-road, 0·75 chain from the same junction.

Tramway No. 2, commencing by a junction with the existing Tramway No. 4, authorised by the Croydon Tramways Act, 1878, at a point in the Selhurst-road, opposite or near to the junction of that road with Princess-road and Dagnall-park, and terminating in High-street, South Norwood, at the junction of that street with Portland-road.

The intended Tramway No. 2 will be laid as a single line, except between the following points, where it will be laid as a double line, viz. :—

In Selhurst-road between points respec-

tively 1·5 chains and 4·5 chains north-east of the junction of that road with Upper-grove.

Between a point in the High-street, South Norwood, 0·75 chain, and a point in Selhurst-road, 0·75 chain from the junction of that street and road.

Tramway No. 3.—Commencing at the point of termination of the intended Tramway No. 2, and terminating at the junction of Anerley-road with Croydon-road, otherwise known as Penge-road, but hereinafter referred to as Croydon-road.

The intended Tramway No. 3 will be laid as a single line, except between the following points, where it will be laid as a double line, viz. :—

In High-street, South Norwood, between points respectively 1 chain and 4 chains from the point of commencement of that Tramway.

In Croydon-road between a point opposite Sunnybank-road and a point 2·20 chains or thereabouts south-west of the junction of Croydon-road with Harcourt-road; between points respectively 1·4 chains and 4·4 chains north-east of the junction of Croydon-road with Weighton-road, and between the point of termination of the intended Tramway No. 3, and 2 chains from that point.

Tramway No. 4.—Commencing by a junction with the intended Tramway No. 3, at the point of termination of that Tramway, thence passing along Croydon-road and Beckenham-road, formerly known as Dulwich-road, and terminating at the junction of the last-mentioned road with Thicket-road.

The intended Tramway No. 4 will be laid as a single line, except between the following points, where it will be laid as a double line, viz. :—

In Croydon-road, between the point of commencement of that Tramway, and 2 chains from that point, and between points respectively 1·5 chains and 4·5 chains west of the junction of that road with Howard-road.

Between a point in Croydon-road, 2 chains, and a point in Beckenham-road, 2 chains from the junction of those roads.

In Beckenham-road, between the points respectively 1 chain and 4 chains north of the junction of that road with St. John's-road, Penge, and between the point of termination of the intended Tramway No. 4, and 3 chains from that point, measured along that Tramway.

Tramway No. 5, commencing in Anerley-road, at a point 0·3 chain south-east of the junction of that road with Anerley-vale, and terminating in Croydon-road by a junction with the intended Tramway No. 3, 0·75 chain from its point of termination, measured along that road.

The intended Tramway No. 5 will be laid as a single line, except between the following points, where it will be laid as a double line, viz. :—

In Anerley-road between the point of commencement of that Tramway, and 3 chains from that point, between points respectively 3 chains and 6 chains south-east of the junction of that road with Thicket-road, and between points respectively 0·35 chain and 3·35 chains north-west of the junction of Anerley-road with Seymour-villas-road.

Between the point of termination of the

intended Tramway No. 5, and 3 chains from that point measured along that Tramway.

Tramway No. 6, commencing by a junction with the intended Tramway No. 2, in High-street, South Norwood, at a point 1 chain south-west of the junction of that street with Portland-road, and terminating in Portland-road, at the termination of that road near St. Luke's Church, Woodside.

The intended Tramway No. 6 will be laid as a single line, except between the following points, where it will be laid as a double line, viz. :—

In Portland-road between the points respectively 3 chains and 6 chains north-west of the junction of that road with Harrington-road, between 0.5 chain and 3.5 chains south-east of the junction of Portland-road with Enmore-road, and between the point of termination of the intended Tramway No. 6, and 5 chains from that point measured along that Tramway.

Tramway No. 6A, commencing in High-street, South Norwood, at a point 1 chain north-east of the junction of that street with Portland-road, and terminating in Portland-road 1 chain from that junction.

Tramway No. 7, commencing by a junction with the intended Tramway No. 6, at its point of termination, and terminating in St. James's-road, Croydon, by a junction with Tramway No. 1, authorized by the Croydon Street Tramways (Extensions) Order, 1880, confirmed by the Tramways Orders Confirmation (No. 1) Act, 1880, at the point of termination of that Tramway.

The intended Tramway No. 7 will be laid as a single line, except between the following points, where it will be laid as a double line, viz. :—

In Portland-road, between the point of commencement of that Tramway and 3 chains from that point.

In Long-lane, between the points 0.6 chain and 4.6 chains from the junction of that lane with Spring-lane.

In St. James's-road, between the points respectively 0.8 chain and 4.8 chains from the north-east corner of the Black Horse Inn, between the points 2.1 chains and 5.1 chains north-east of the junction of that road with Ashburton-road, and between the point of termination of the intended Tramway No. 7 and 1.5 chains from that point.

Tramway No. 8, commencing at a point in St. James's-road, Croydon, 1.2 chains from the junction of that road with Stroud Green-road and Long-lane, and terminating in Stroud Green-road, at a point 0.3 chain from the junction of that road with Addiscombe-road.

The intended Tramway No. 8 will be laid as a single line except between the following points, where it will be laid as a double line, viz. :—

In Stroud Green-road, between the points respectively, 2.1 chains, and 5.1 chains north-west of the junction of that road with a road leading to Croydon Race Course, and between the point of termination of the intended Tramway No. 8, and 3 chains from that point of termination.

Tramways No. 8A, commencing in Long-lane, Croydon, at a point 1.2 chains from the junction of that lane with Stroud Green-road and St. James's-road, and terminating in Stroud Green-road at a point 1.5 chains from the same junction.

Each of the said Tramways hereinbefore men-

tioned is intended to be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

The following is a description of all the points between which the proposed Tramways, or either of them, are intended 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 the side of the road and the nearest rail of the Tramway (namely):—

Tramway No. 1.—In Whitehorse-lane, on both sides thereof, between points respectively 2 chains and 5 chains from the junction of that lane with Whitehorse-road.

In Clifton-road, on both sides thereof, between points respectively 0.8 chain and 3.8 chains north-west of the junction of that road with Holmesdale-road.

Tramway No. 2.—In Selhurst-road, on both sides thereof, between points respectively 0.2 chain and 1.1 chains from the commencement of that Tramway, and between points respectively 1.1 chain and 5.2 chains north-east of the junction of that road with Upper-grove.

Tramway No. 3. In High-street, South Norwood, and Croydon-road, on both sides thereof, between points respectively 0.4 chain north-east of the junction of Portland-road with High-street, and 1.6 chains south-west of the junction of Harcourt-road with Croydon-road.

In Croydon-road, on both sides thereof between points respectively 1.30 chains and 4.30 chains, north-east of the junction of that road with Weighton-road, and between the point of junction of Croydon-road with Anerley-road, and 2 chains south-west of that point.

Tramway No. 4. In Croydon-road on both sides thereof, between the point of junction of that road with Anerley-road, and 2 chains east of that point.

Between points respectively 2 chains, and 5 chains west of the junction of Croydon-road with Howard-road, and between the point of junction of Croydon-road with Beckenham-road, and 2 chains west of that point.

In Beckenham-road on both sides thereof, between the point of junction of Croydon-road with Beckenham-road, and 2 chains north of that point.

Between points respectively 1.1 chains, and 4.1 chains north of the junction of Saint John's-road with Beckenham-road, and between the point of junction of Thicket-road with Beckenham-road, and 3 chains south of that point.

Tramway No. 5. In Anerley-road, on both sides thereof, between a point 0.30 chain south-east from the junction of that road with Anerley-vale, and 3.30 chains south-east from that point.

Between points respectively 3 chains and 6 chains south-east of the junction of Thicket-road with Anerley-road.

Between points respectively 0.35 chain and 3.35 chains north-west of the junction of Seymour-villas-road with Anerley-road, and between points respectively 0.7 chain and 2 chains north-west of the junction of Anerley-road with the Croydon-road.

Tramway No. 6.—In Portland-road, on both sides thereof, between points respectively 1.2 chains, and 5.7 chains south-east of the junction of Portland-road with High-

street, South Norwood, between points respectively 3 chains and 6 chains north-west of the junction of Harrington-road with Portland-road.

Between points respectively 3·5 chains and 6·5 chains south-east of the junction of Harrington-road with Portland-road, and between points respectively 3·8 chains south of the junction of Holland-road with Portland-road, and the termination of the intended Tramway No. 6.

Tramway No. 7.—In Spring-lane, on both sides thereof. Between points respectively 1 chain south-east of the point of commencement of that Tramway, and 5 chains north-west of the junction of Spring-lane with Long-lane.

Between points respectively 0·6 chain, and 4·6 chains south-west of the junction of Spring-lane with Long-lane, between points respectively 0·8 chain and 6·6 chains north-east of the junction of Stroud Green-road with Long-lane.

Between points respectively 1·2 chains and 12·5 chains south-west of the junction of Stroud Green-road with St. James's-road.

Between points respectively 3 chains and 8·4 chains south-west of the south-west corner of the Black Horse Inn, in St. James's-road.

Between points respectively 2·2 chains and 5·2 chains north-east of the junction of Ashburton-road with St. James's-road.

Between points respectively 0·30 and 4·9 chains west of the junction of Havelock-road with St. James's-road.

And between the point of termination of Tramway No. 7 and 1·5 chains east of that point.

The Tramways and works hereinbefore described, will be situate in or pass through or into the parishes, townships, or places following, some or one of them, viz.:—Croydon, Battersea, St. Mary Battersea and Penge, all in the county of Surrey.

To deviate laterally and vertically to such an extent as may be shown on the plans and sections to be deposited as hereinafter mentioned, or as may be defined by the Bill.

To empower the Company to acquire by compulsion or agreement, or to take on lease, lands, buildings, and hereditaments, or rights or easements therein, for the purposes of the works authorized by the Bill, and for other the purposes of the Company, and to erect on some part or parts of the said lands, offices, stables, and buildings, and other conveniences, for the purposes of the Bill, and to dispose of by way of sale, letting, or otherwise, any lands, buildings, and hereditaments acquired or erected by them.

To authorize the temporary occupation by the Company of land 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, highways, rivers, bridges, and other thoroughfares, ways, footpaths, watercourses, sewers, drains, pavements, water, gas, or other pipes, and electric telegraph pipes, tubes, and apparatus within all or any of the parishes, townships, and extra-parochial or other places hereinbefore mentioned, 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 the purposes of the Bill.

To provide for the maintenance 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 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, and materials.

To enable the Company, when by reason of the execution of any work in, or the alteration of any street, road, or 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 thoroughfare in any of the aforesaid parishes, townships, and extra-parochial or other places, and to maintain so long as occasion may require, a temporary tramway or 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 or require the Company to lay down, make, and maintain from time to time such junctions, curves, crossings, passing-places, sidings, turn-outs, and other works as they find necessary for the due and satisfactory working of their Tramways, or for facilitating the traffic of the streets in which the same are laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, passing-places, sidings, turn-outs, and other works as may be defined and prescribed in or by the Bill.

To reserve to and confer upon the Company exclusive rights to use upon the said intended Tramways all or any of their carriages with flange wheels or otherwise, suitable or adapted for running upon an edged or grooved rail or rails, or upon the said Tramways.

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 of the Tramways of the Company by such other persons, Companies, and Corporations, with such carriages as aforesaid, and to confer all necessary powers on that behalf, and to confirm any agreement or agreements in reference thereto.

To make provisions for regulating the passage of traffic along or across any streets, roads, and other thoroughfares, through or along which the said intended tramways will be laid, or any part or parts thereof, and along, over, or across such tramways, and for preventing obstructions to all or any of such traffic, and to authorise the making and enforcing, whether by the Company or the authority or authorities having the control of any such streets, roads, and thoroughfares, of bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and the attaching and recovering of penalties for the breach or non-observance of any such bye-laws, rules and regulations, or any of the provisions of the Bill.

To authorise the Company and all persons, Corporations and Companies lawfully using the intended Tramways, or any of them, to work such Tramways or some of them by means of locomotive, steam or other engines, or other mechanical or motive power, subject to such conditions and restrictions as may be prescribed by the Bill.

To enable the Company on the one hand, and any of the following bodies on the other hand, viz., the Metropolitan Board of Works, and any Vestry, district Board, trustees, body corporate, or persons having the direction of the repair, or having the control or management of any streets, roads, or other thoroughfares in any of the aforesaid parishes, townships, and other places, 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 works, 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, or other Works to be laid down or executed within 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 by means of animal or mechanical power, 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 enable the Company to levy, demand, and recover tolls, rates, and charges for the use of the intended Tramways by carriages passing along the same, and for the conveyance of passengers or other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company and any Company or person for the time being working or using the Tramways 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 carriages, wagons, and horses, officers and servants, for the purpose of their traffic of every description, the Tramways belonging to, or leased by the Croydon Tramways Company, and all passing places, points, sidings, junctions, machinery, works, and conveniences of or connected with the said Tramways or portions of Tramways respectively.

To empower the Company and the Croydon Tramways Company, or other Company or Companies, person or persons, owning or leasing the Tramways last before-mentioned, 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 persons, 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 persons, or either of them, the supply and maintenance of stock and plant, the fitting, collection, payment, appropriation, appointment, and distribution of the tolls, rates, income, and profits arising from the respective Tramways and works of the contracting Companies or persons, or either of them, or any part thereof, and the employment of officers and servants, and to au-

thorize the appointment of joint committees for carrying into effect every or any such agreement as aforesaid, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

To authorize the Croydon Tramways Company, and all persons, Corporations, and Companies lawfully using the Tramways of that Company, to work such Tramways or some of them by means of locomotive, steam, or other engines, or other mechanical power, subject to such conditions and restrictions as may be prescribed.

To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for the purposes of their undertaking, and 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, or extinguish other rights and privileges.

To incorporate, if thought fit, with the Bill, with or without modification or amendment, all or some of the clauses and provisions of "The Tramways Act, 1870," "The Companies Clauses Consolidation Acts, 1845, 1863, and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Railways Clauses Consolidation Act, 1845."

To alter, amend, extend, and enlarge, and if need be to repeal "The Croydon Tramways Act, 1878," "The Croydon-street Tramways (Extension) Order, 1880," and any other Act or Order relating to the Croydon Tramways Company.

And notice is hereby further given, that on or before the 30th day of November, 1880, plans and sections of the said intended Tramways and other works proposed to be authorized by the Bill, with books of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at Newington-causeway, in the said county, and that on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended works, or any part thereof, will pass or be made, with a copy of the said Gazette notice, will be deposited as follows, viz., as to the Hamlet of Penge, in the Parish of Battersea, with the clerk of the Lewisham district Board of Works, at his office at Rushey-green, Catford, and as to all other parishes, with the parish clerk of each parish, at his residence.

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

Dated this 12th day of November, 1880.

Elborough and Dean, 51, Queen Victoria-street, London, Solicitors for the Bill.

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

In Parliament—Session 1881.

Lydd Railway.

(Incorporation of Company; construction of Railway and Works; Compulsory Purchase of Lands and Buildings; Tolls; Running Powers over part of South Eastern Railway and use of Stations; Working and other arrangements with South Eastern Railway Company; contribution by that Company; amendment of Acts relating to that Company; Power to enter into agreements with Her Majesty's Secretary of State for War; 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):—

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 and works hereinafter mentioned, or some part or parts thereof, together with all proper and sufficient bridges, rails, sidings, turntables, stations, approaches, roads, junctions, buildings, yards, and other works and conveniences connected therewith (that is to say):—

A railway situate wholly in the county of Kent, and commencing in the parish of Kennardington by a junction with the Rye and Hastings branch of the South Eastern Railway, at or near a point, 144 yards from the southernmost end of the up platform at the Appledore Station, on that railway, and terminating at a point 330 yards or thereabouts to the north of the lighthouse at Dengeness, in the parish of Lydd, which intended railway will be made or pass from, or through, or into the parishes, townships, extra-parochial and other places following or some or one of them (that is to say), Kennardington, Appledore, Snargate, Fairfield, Brenzett, Warehorne, Brookland, Ivychurch, New Romney, Old Romney, Midley, and Lydd.

2. To authorise the Company to deviate laterally from 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.

4. To authorise the Company to 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 therewith.

5. To enable the Company to levy rates, tolls, 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 authorised 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 railway of the said Company, or any part or parts thereof, either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or may be settled by arbitration or provided by the Bill, to run over, work, maintain, and use with their engines, carriages, and servants, whether in charge of engines and trains, or for any purpose whatsoever, and for the purposes of traffic of every description, the portion of railway and station hereinafter mentioned, or some part or parts thereof (that is to say):—

So much of the South Eastern Railway as lies between the point of junction therewith of the intended railway hereinbefore described

and the Appledore Station, including that station.

And all sidings, signals, approaches, water, watering places, buildings, works, and conveniences upon or connected with the said portion of the railway and the said station.

7. To raise capital by shares and loans, and to enable the South Eastern Railway Company to contribute and subscribe funds towards the making of the said intended railway and works out of their corporate funds, and, if necessary, out of capital to be raised under the powers of the intended Act, by ordinary or preference shares or stock, and by borrowing, and to enable the South Eastern Railway Company to take and hold shares in the undertaking of the Company, and to guarantee the payment of interest or dividend upon the capital or some part of the capital of the Company.

8. To empower the Company and the South Eastern Railway Company from time to time to enter into and carry into effect, vary 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 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 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 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 enter into agreements with Her Majesty's Secretary of State for War as to forming junctions with tramways belonging to Her Majesty's War Department, and running powers over such tramways, and as to working and sale of shingle for ballast and other purposes.

10. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

11. And it is intended, so far as may be requisite or desirable for any of the purposes of the said 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): 6 William IV, cap. 75, and 8 and 9 Vict., cap. 200, and all other Acts relating to or affecting the South Eastern Railway Company.

12. And notice is hereby also given, that on or before the 30th day of November, 1880, plans and sections of the railway 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 so to be taken, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the clerk of the peace for the county of Kent, at his office at Maidstone; 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 parish and extra-parochial place in or through which the said railway or any part thereof is intended to be made, or will be situated, or in which any lands to be taken compulsorily under the powers of the Bill are situated, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence.

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

Dated this 19th day of November, 1880.

Robert W. Perks, 147, Leadenhall-street,
London, Solicitor.

C. E. Mortimer, 22, Abingdon-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1881.

Caledonian Railway (Glasgow Lines.)

Construction of Railways and other Works, Acquisition of Lands, Stopping up of Streets, and Abandonment of Authorised Railways, in and near the City of Glasgow; Running Powers and facilities over portions of the Railways leading from the College Station in Glasgow to Coatbridge; Agreements relative thereto; Power to levy Tolls, Rates, and Charges, and to raise Additional Share and Loan Capital; Alteration of Tolls, Rates, and Charges, and of Rights and Privileges; 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 (hereinafter called "the Bill") for the purposes following, or some of them, that is to say:—

To empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the railways and other works hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith respectively, viz.:—

I. A railway, in the parishes of Calton, Barony of Glasgow, and Shettleston, and in the city of Glasgow, in the county of Lanark (hereinafter called "Railway No. 1"), commencing by a junction with the authorised railway from the Company's London Road Branch to the Great Eastern Road, called in the Caledonian Railway (Additional Powers) Act 1880, Railway No. 1, at a point on the south side of the London-road, about 155 yards eastward from the eastmost corner of the Company's London-road Passenger Station, and terminating by a junction with the authorised railway from near Germiston House to the Company's Clydesdale Junction Line, called in the Caledonian Railway (Additional Powers) Act 1876, Railway No. 2, at a point about 400 yards eastward from Kennyhill Farm Steading:

II. A railway, in the Barony parish of Glasgow, and city of Glasgow, in the county of Lanark (hereinafter called "Railway No. 2"), commencing by a junction with the railway leading from the College Station in Glasgow to Coatbridge, at a point about 75 yards eastward from the bridge by which that railway is carried over the road leading from Duke-street to the Netherfield Chemical Works, and terminating by a junction with Railway No. 1, at a point about 120 yards northward from the footbridge

at the Parkhead Station on the said railway to Coatbridge:

III. A railway, in the parish of Rutherglen, and Royal Burgh of Rutherglen, in the county of Lanark (hereinafter called "Railway No. 3"), commencing by a junction with the Company's Clydesdale Junction Line, at a point about 85 yards north-westward from Greenbank House; and terminating by a junction with the Company's Dalmarnock Branch, at a point about 140 yards southward from the centre of the bridge by which that branch is carried across the River Clyde:

IV. A railway, in the parish of Rutherglen, and Royal Burgh of Rutherglen, in the county of Lanark, commencing by a junction with Railway No. 3, at a point about 100 yards southward from the point hereinbefore described as the point of termination of that railway, and terminating at a point about 80 yards northward from the centre of the Company's main line at Rutherglen, at the eastern side of the bridge by which the turnpike road leading from Glasgow to Rutherglen by Rutherglen Bridge is carried over that line:

V. A railway siding, in the parish of Govan, burgh of Partick, and county of Lanark, commencing by a junction with the Company's short dead siding at the northern end of their Partick Goods Station, at a point about 20 yards southward from the bridge under the North British Railway Company's Stobcross line immediately to the northward of the said Goods Station, and terminating at a point near to and on the western side of the said Stobcross line, about 200 yards northward from the said bridge.

VI. A new street, in the Barony parish of Glasgow, and city of Glasgow, in the county of Lanark, commencing by a junction with the Great Eastern-road, at a point about 100 yards westward from the junction of Coal Hill-street with that road, and terminating by a junction with Coal Hill-street, at a point about 140 yards northward from the junction of Coal Hill-street with the said road.

Which several intended railways, and railway siding, and street, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, will be and are situate in the parishes of Calton, Barony of Glasgow, Shettleston, Rutherglen and Govan, and in the city of Glasgow, Royal Burgh of Rutherglen, and burgh of Partick, all in the county of Lanark.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take, and use, temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several intended railways, and railway siding, and street hereinbefore described, and of the works and conveniences connected therewith, as also the lands hereinafter described, or part thereof, and any houses and other property thereon, viz.:—

Certain lands in the parish of Govan, burgh of Partick, and county of Lanark, extending along the western side of the North British Railway Company's Stobcross line, from a point about 80 yards southward from the bridge under the said line, immediately to the northward of the Company's Partick Goods Station, to a point about 280 yards northward from the said bridge.

To empower the Company to stop up and to appropriate the site of so much of the streets

called Broad-street, Coal Hill-street, and Porter-street in the Barony parish of Glasgow, parish of Calton, and city of Glasgow, in the county of Lanark, as may be required for the purposes of Railway No. 1, and of the said new street, and relative works; as also to stop up and to appropriate the site of so much of the footpath or road leading from King-street to the River Clyde near the Clydesdale Dyeworks, in the parish of Rutherglen, Royal Burgh of Rutherglen, and county of Lanark, as lies to the northward of the southern side of the bridge by which the said footpath or road is carried under the Company's Clydesdale Junction line; and to extinguish all rights of way over the said portions of streets and footpath or road.

To empower the Company to deviate, in the construction of the several intended railways, and railway siding, and street hereinbefore described, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans, and provided by the Bill, to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said proposed railways and other works; to extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; to vary, for the purposes of the Bill, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works and to alterations of roads and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes of the Company.

To provide that the new street hereinbefore described shall, when completed and opened, become and be in all respects one of the public streets of the city and Royal Burgh of Glasgow, and shall be managed and maintained by the magistrates and council of that city and Royal Burgh, acting in execution of the Glasgow Police Acts hereinafter mentioned, and other Acts relating to such public streets; and that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill shall, as respects tolls (where tolls are exigible on the existing roads), and in all other respects, form respectively parts of the existing roads in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be managed and maintained by the respective parties entitled to manage and liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to levy and recover tolls, rates, and charges for the use of the intended railways and railway siding hereinbefore described, and works connected therewith, and the conveyance and accommodation of traffic thereon and thereat, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To authorise the Company to abandon the construction of so much of the authorised

railway, called in the Caledonian Railway (Additional Powers) Act, 1876, Railway No. 2, as lies between the point hereinbefore described as the termination of Railway No. 1, and the point on the Company's Clydesdale Junction Line to the westward of Newton Junction described in the last-mentioned Act as the point of termination of the said authorised railway; and also to abandon the construction of the whole of the authorised railway called in the said Act Railway No. 4, which was intended to connect the said authorised Railway No. 2 with the Company's Rutherglen and Coatbridge Branch; together with the works connected with the railways so to be abandoned; which railways and works so to be abandoned would have been situate in the parishes of Shettleston, Old Monkland, and Cambuslang, in the county of Lanark.

To empower the Company to run over, work, and use, with their own or other engines and carriages, officers and servants, and for the purposes of traffic of every description, those portions of the railways leading from the College Station in Glasgow to Coatbridge, and belonging partly to the North British Railway Company separately, and partly to that Company and the City of Glasgow Union Railway Company jointly, or to both or one or other of those Companies, which are situate between the commencement of Railway No. 2 and the western side of the Cattle Market of Glasgow, and all sidings, stations, approaches, and other works and conveniences, upon and connected with the said portions of railways (which portions of railways and works and conveniences connected therewith are hereinafter called "The Cattle Market Lines"), upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon, or determined by or under the provisions of the Bill; and to require the North British Railway Company and the City of Glasgow Union Railway Company, and each of those Companies, to receive, accommodate, through-book, and invoice, forward, convey, and deliver at, over and from the Cattle Market Lines, traffic of every description, passing, or intended to pass over Railway No. 2 or any part thereof, and to afford to such traffic all other necessary and reasonable facilities, all upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration, as may be agreed upon or determined as aforesaid; and for these purposes to alter the tolls, rates, and charges leviable on and in respect of the Cattle Market Lines, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges; as also to enable the Company on the one hand, and the North British Railway Company and the City of Glasgow Union Railway Company, and each of those Companies, on the other hand, to enter into agreements with respect to the use by the Company and their officers and servants of the Cattle Market Lines, and the facilities to be afforded to the Company over and in respect of the same; and to confirm any agreements which may have been entered into in relation to any of the aforesaid matters.

To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for the purposes of the several works proposed to be authorised, and the several lands proposed to be acquired under the powers

of the Bill, and also for defraying the expense of works already executed and authorised to be executed, and of lands already acquired and authorised to be acquired by the Company, and for other purposes of the Company, so far as not provided for by means of their existing powers of raising money; as also to apply towards the purposes of the Bill any capital or funds belonging to or authorised to be raised by the Company which may not be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto; and to empower the Company, and the other Companies hereinbefore named, and the magistrates and council of the city and Royal Burgh of Glasgow, and all other Companies, Corporations, Commissioners, trustees, and persons affected by those objects, to enter into agreements with each other with reference thereto, and to confirm any such agreements that may have been entered into.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the following Acts, that is to say, "The Caledonian Railway Act, 1845," "The Caledonian Railway (Additional Powers) Act, 1876," and the several other Acts relating to the Company, and to the undertakings belonging to or held in lease or worked by them; "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," "The Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865," "The North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865," "The North British Railway (Coatbridge Branches) Act, 1866," "The North British Railway (Financial Arrangements) Act, 1867," "The North British Railway (General Powers) Act, 1868," "The North British Railway Act, 1878," and all other Acts relating to the North British Railway Company and their undertaking; "The City of Glasgow Union Railway Acts, 1864, 1865, 1867, 1869, 1871, 1872, 1873, 1874, and 1876," and all other Acts relating to the City of Glasgow Union Railway Company and their undertaking; "The Glasgow Police Acts, 1866, 1872, 1873, 1875, and 1877," and "The General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877," and "The Glasgow Municipal Act, 1879," and all other Acts relating to the management and maintenance of the streets of the city and Royal Burgh of Glasgow, and to the magistrates and council of that city in relation to such management and maintenance; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company, or any other Company or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the several railways, and railway siding, and street, proposed to be constructed as aforesaid, and the lands, houses, and other property, which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and also the other lands, houses, and property, in respect

of which compulsory powers of acquisition are proposed to be applied for as aforesaid, and sections describing the levels of the said proposed railways, railway siding, and street, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published maps, with the lines of the proposed railways delineated thereon so as to show their general course and direction, and copies of this Notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Glasgow of the principal Sheriff-Clerk of the county of Lanark; and copies of so much of the said plans, sections, and books of reference as relate to the respective parishes hereinbefore mentioned, and to the city of Glasgow, and Royal Burgh of Rutherglen, respectively, with copies of this Notice, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say, so far as respects each of the said parishes, with the Session-Clerk of such parish, at his residence; and so far as respects the said city and Royal Burgh, respectively, with the respective Town Clerks thereof, at their respective offices.

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

Dated this 18th day of November, 1880.

James Kerr, Glasgow;

Grahames, Wardlaw, and Ourrey, 30, Great George-street, Westminster.

In Parliament.—Session 1881.

Southport and Cheshire Lines Extension Railway.

(Incorporation of Company—Construction of Railway between Southport and Liverpool—Traffic and other Agreements—Running Powers—Compulsory Purchase of Land—Tolls, Rates, and Charges—Amendment of Acts.)

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

To incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railway hereinafter described, or some part or parts thereof, with all proper stations, sidings, junctions, approaches, bridges, yards, buildings, works, and conveniences connected therewith, that is to say:—

A railway, to be wholly situated in the county of Lancaster, commencing in the township of Netherton, in the parish of Sefton, by a junction with the Railway of the Cheshire Lines Committee, at a point distant 375 yards or thereabouts, measured in a southerly direction along the railway of the Cheshire Lines Committee from the junction thereof with the East Lancashire Railway of the Lancashire and Yorkshire Railway Company, about 30 chains north of the Aintree Station on the East Lancashire Railway, thence passing from, in, through, or into the parishes, townships, and places of Sefton, Netherton, Aintree, Altcar, Aughton, Halsall, Lydiate, Maghull, Downholland, Haskayne, Fermby, Walton-on-the-Hill, North Meols, Birkdale, Ainsdale, and the borough of Southport, and terminating in the parish of North Meols and borough of Southport, at a point in and near to the northern boundary

of the garden of the Southport Pavilion and Winter Gardens Company (Limited), such point being distant about 35 yards, measured in a north-westerly direction, from the toll-gate opening into the said garden from Coronation-walk.

To authorise the Company to deviate laterally from the lines of the intended railway and works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be prescribed by the Bill.

To authorise the Company to purchase by compulsion, and also by agreement, lands, houses, and other property, for the purposes of the intended railway and works, and to vary or extinguish all easements, rights, and privileges, in any manner connected with the lands, houses, and property so purchased.

To empower the Company to cross, stop up, remove, alter, or divert, temporarily or permanently, all such railways, tramways, canals, navigations, rivers, streams, watercourses, turnpike and other roads, highways, bridges, sewers, drains, pipes, buildings, erections, or other works within the before-mentioned townships, parishes, and places as it may be necessary to cross, stop up, remove, alter, or divert for the purposes of the intended railway and works.

To authorise the Company to levy tolls, rates, and charges upon or in respect of the intended railway and works, and also upon or in respect of the railway, portions of railway, stations, and works which may be run over or used by the Company as hereinafter mentioned; to alter the tolls, rates, and charges which those Companies are respectively authorised to take; and to confer exemptions from the payment of tolls, rates, and charges.

To enable the Company and the Southport Pavilion and Winter Gardens Company, Limited, to make and carry into effect agreements and arrangements with respect to the occupation and ownership or exchange of land or property vested or to be vested in them respectively, or under their control or management, for the purposes of their respective undertakings, and with respect to the construction, maintenance, and use of works, buildings, approaches, and accesses through, in, over, or under the same, and with respect to the payments, either annual or in gross, to be made by either of the parties to the other on account of or towards the above objects, or any of them.

To empower the Company on the one hand, and the London and North Western Railway Company, the Midland Railway Company, the Great Northern Railway Company, the Manchester, Sheffield, and Lincolnshire Railway Company, and the Cheshire Lines Committee, or any or either of them, on the other hand, to enter into and carry into effect contracts and agreements for or with reference to the working, use, management, and maintenance of the intended railway and works of the Company, or any part thereof, the supply of engines and working stock and plant, and of officers and servants, for the conduct and conveyance of the traffic on the intended railway, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies or Committee, the levying, fixing, receipt, and division of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from such traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed, and the conditions to be performed by any or either of the contracting Companies or

Committee to the other or others of them, for all or any of the purposes of the respective contract or agreement, and the Bill will sanction and confirm any such contract or agreement already made, or which, prior to the passing of the Bill, may be made with respect to all or any of the matters aforesaid.

To empower the Company and all companies and persons lawfully using or working the railway of the Company, or any part thereof, either by agreement or otherwise, to run over, work, and use with their engines, carriages and waggons, officers and servants, for the purposes of traffic of all kinds, and upon such terms and conditions, and on payment of such tolls, rates, or charges as may be mutually agreed upon or settled by arbitration; or prescribed by the Bill, the railways belonging to or under the control of the Cheshire Lines Committee, or such portion or portions of those railways as may be specified in the Bill; together with the use of all stations, sidings, platforms, points, signals, junctions, approaches, roads, water, water engines, engine sheds, standing room for engines, booking and other offices, warehouses, buildings, machinery, works, and conveniences connected with the said railways or portions of railways and stations so to be run over and used.

To vary or extinguish all rights and privileges which may interfere with the objects of the Bill, or any such contracts, agreements, or running powers as aforesaid, and to confer other rights and privileges.

The Bill will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clause Consolidation Act, 1845," and the Railways Clauses Act, 1863," and, so far as may be necessary for the purposes thereof, it will alter, amend, enlarge, or repeal all or some of the provisions of the local and personal Acts following, viz., 9 and 10 Vic., caps. 204 and 231, 33 and 34 Vic., cap. 84, relating to the London and North Western Railway Company, and all other Acts relating to or affecting that Company; 7 and 8 Vic., caps. 18 and 59, relating to the Midland Railway Company, and all or other Acts relating to or affecting that Company; 9 and 10 Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; 12 and 13 Vic., cap. 81, relating to the Manchester, Sheffield, and Lincolnshire Railway Company, and all other Acts relating to or affecting that Company; 27 and 28 Vic., cap. 290, 29 and 30 Vic., cap. 351, 37 and 38 Vic., cap. 169, and all other Acts relating to the Cheshire Lines Committee.

And notice is hereby further given, that on or before the 30th day of this present month of November, duplicate plans and sections of the intended railway and works, showing the lines and levels thereof, and the lands to be taken for the purposes thereof, with a book of reference to such plans, and an ordnance map with the general course and direction of the intended railway delineated thereon, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railway and works will be made or pass, with a copy of this notice published as aforesaid, will be deposited with the parish clerk of each such parish at his residence, and in the case of any extra-parochial place with the parish clerk

of some immediately adjoining parish, at his residence.

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

Dated this 11th day of November, 1880.

Walton and Smith, Southport, Solicitors.
William Bell, 27, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1881.

Cannock Chase and Wolverhampton Railway Company and Cannock Chase Colliery Company.

(Dissolution of the Cannock Chase and Wolverhampton Railway Company, and Transfer of its Undertaking to the Cannock Chase Colliery Company (Limited); Provision for Protection of Debenture Holders and Holders of Stock and Share Capital in the Cannock Chase and Wolverhampton Railway Company; Amendment of existing Memorandum and Articles of Association of the Cannock Chase Colliery Company (Limited), or provision for a new Memorandum and Articles of Association; Definition and Regulation of the Capital of the Colliery Company and the Interests of the Holders thereof; Amendment or Repeal of Acts, and other purposes).

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

To dissolve the Cannock Chase and Wolverhampton Railway Company (incorporated by "The Cannock Chase and Wolverhampton Railway Act 1864"), hereinafter called "The Railway Company," and to provide for the transfer of the undertaking of that Company and its capital, stocks, funds, and effects of every description, to the Cannock Chase Colliery Company (Limited), hereinafter called "The Colliery Company," upon such terms and conditions as have been or may be agreed upon between the two Companies, or as may be defined in the intended Act.

To make provision for the payment or security of the holders of debentures and stocks and shares in the Railway Company, and all other provisions necessary for the dissolution and winding up of that Company and the settlement of its affairs.

To alter, amend, or annul the Memorandum and Articles of Association of the Colliery Company, and the resolutions under which that Company is now constituted and governed, or to substitute a new Memorandum and Articles of Association therefor, and to enable the Colliery Company to effect or carry out the objects of such new Memorandum and Articles of Association, and to authorise them to hold the lands, property, and effects of every description specified or described in such new Memorandum and Articles of Association.

To define and regulate the capital of the Colliery Company, and the nominal amount of all or any shares comprised in such capital, and the dividends payable in respect thereof, and the interests of the holders thereof, or otherwise to authorise the Company to alter the number and amount of all or any shares belonging to them, or to cancel those shares and issue new shares of the same or of a different amount, or stock, in lieu thereof, with such preference or priorities as may be provided by the intended Act, and to define the proportion of any such shares or stock,

and of any reserved funds to which the shareholders in the Colliery Company shall be entitled.

To provide for the appointment and qualification of directors, the holding of general meetings, and generally for the government and regulation of the Colliery Company, the confirmation of any rules and resolutions framed and passed for those purposes, and the adoption or incorporation of all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863," and of any other General Act or Acts applicable to any of the before-mentioned objects.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

And notice is hereby also given, that printed copies of the Bill for 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 18th day of November, 1880.

Henry Money Wainwright, Dudley.
Beale, Marigold, Beale and Groves, 28,
Great George-street, Westminster, Soli-
citors for the Bill.

Board of Trade.—Session 1881.

South Shields Corporation Tramways.

(Construction of Tramways in the Parish of Jarrow and Borough of South Shields; Power to let same on Lease or Otherwise; to Use Steam or Other Mechanical Power; to Levy Tolls; to Use Tramways for Sanitary Purposes; to Use Carriages or Trucks Adapted for use on Railways on Tramways; Incorporation, Alteration, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Mayor, Aldermen, and Burgesses of the borough of South Shields, in the county of Durham, acting by the Council of the said borough as the local authority of the district of the said borough (hereinafter called the "Promoters") for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the promoters to lay down, construct, and maintain within the said borough, 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. A tramway situate wholly in the parish of Jarrow, and borough of South Shields, commencing at a point 10 yards west of the River Tyne Commissioners' railway at the east end of Pier-parade, and proceeding in a westerly direction along Pier-parade, Ocean-road, King-street, into and across the Market-place, in a south-westerly direction, also in a southerly and then westerly direction to and along Church-row, turning southward along Station-road, Cuthbert-street, and Green-street, turning westward along Laygate-lane, Commercial-road, Corstorphine-town, Temple-town, Turncoat-row, Slake-row, Slake-terrace, under the North Eastern Railway Company's bridges, thence turning in a north-westerly direction along the road known as the South Shields-road to East Jarrow, Swinburne-street, thence in a northerly direction along the Causeway to the Jarrow-bridge, being the Parliamentary and municipal boundary of the boroughs of Jarrow and South Shields. Tramway No. 1 will be laid as a single line, except between the following points, where it will be laid as a double line:—

In Ocean-road for a distance of 2 chains

11 yards to the westward from the commencement.

In Ocean-road from a point opposite the south-east corner of the boundary wall of the old workhouse site, extending a distance of 2 chains 11 yards.

In Ocean-road from a point opposite to the south-east corner of the boundary of the South Shields Board School site, for a distance of 2 chains 11 yards westward.

In King-street from a point 8 yards westward of an imaginary centre line intersecting Mile End-road and Fowler-street for a distance of 2 chains 11 yards.

In King-street and the Market-place from a point 33 yards eastward of an imaginary line across the west end of King-street, extending along King-street, and in a south-westerly direction to the east end of Church-row.

In Station-road from a point 20 yards southward from St. Hilda's-buildings, extending 4 chains 5 yards along Station-road.

In Station-road from a point immediately opposite the centre of gateway of old railway station southward 3 chains.

In Station-road from a point 10 yards south of the centre of roadway where St. Hilda's colliery waggon-way crosses on the level, 2 chains 11 yards.

In Cuthbert-street and Green-street from a point 40 yards north-east of an imaginary centre line at the intersection of Victoria-road, Green-street, and Cuthbert-street, extending 3 chains 11 yards south-westerly.

In Green-street and Laygate-lane from a point 63 yards east of an imaginary centre line at the intersection of Laygate-lane and Green-street to an imaginary centre line at the south-west end of Green-street.

In Laygate-lane, from an imaginary centre-line at the intersection of Green-street and Laygate-lane, to a point 2·00 chains westward.

In Laygate-lane and Commercial-road, from a point 13 yards south of the level crossing of the St. Hilda's Colliery Company's Railway (centre of lines) to a point 23 yards west of the south-west corner of the "Wagon" public-house.

In Commercial-road and Corstorphine-town, from opposite the centre line of Portberry-street to opposite the south-west corner of the Methodist chapel.

In Corstorphine-town, from a point opposite the north-east corner of the "London Hotel" southward a distance of 2·50 chains.

In Temple-town, from a point 80 yards to the north of the north-east corner of the Wesleyan Methodist chapel, extending 3 chains in a south-westerly direction.

In Temple-town, from a point 13 yards north of the south end of Turncoat-row, extending in a south-westerly direction 3 chains 11 yards.

In Temple-town, from a point 60 yards south of the south end of Slake-row, extending in a south-westerly direction 4 chains.

In Slake-terrace, from a point 53 yards east of the north-east corner of the Tyne Dock Railway Company's offices to a point 15 yards to the west of the said corner.

In the South Shields-road, from a point 10 chains 15 yards west of the south-west corner of the North Eastern Railway Company's Tyne Dock warehouses, extending 3 chains in a westerly direction.

In the South Shields-road, from a point 105

yards to the south-east of the south-west corner of the boundary of the Tyne docks, and extending 2·50 chains in a north-westerly direction.

In the South Shields-road, 10 chains 11 yards east of the Alkali Works wagon-way over Swinburne-street, and extending 4 chains westward.

In Swinburne-street and the Causeway, from a point 4 chains west of the centre of bridge over the Little Don 3 chains in a north-westerly direction.

Tramway No. 1A. A tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at junction with Tramway No. 1 at a point 5 yards west of an imaginary centre line drawn across the west end of King-street; extending along the east and south sides of the market-place, and terminating at a junction with Tramway No. 1 at the east end of Church-row.

Tramway No. 1B. A tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing in Temple-town, from the south-west corner of Haddock-street, and terminating in Tramway No. 1 at a point 65 chains to the south of the north end of the stone depôt in Slake-terrace, on private land proposed to become a diverted highway.

Tramway No. 1B will be a single line, except between the following points, where it will be laid as a double line:—

In Temple-town from a point 8 chains south of the north-east corner of the "Grey Horse" public-house, extending 2 chains 11 yards southward.

In Temple-town from a point 21 chains south of the north-east corner of the "Grey Horse" public-house, extending 2 chains 11 yards southward.

Tramway No. 1C. A tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at the junction of the Causeway with the south-west end of Swinburne-street, and extending in a north-westerly direction to the river Don, at a point 6 chains west of the Jarrow-bridge on private land proposed to become a diverted highway.

Tramway No. 1C will be single line throughout.

Tramway No. 2. A tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at the intersection of King-street, Ocean-road, Mile End-road, and Fowler-street in Tramway No. 1, and proceeding along Fowler-street, Westoe-lane, thence in a westerly direction along Dean-lane, thence in a north-westerly direction along Laygate-lane to a junction with Tramway No. 1 at the south-west end of Green-street.

Tramway No. 2 will be laid as a single line, except between the following points, where it will be laid as a double line:—

In Fowler-street, from a point opposite the south-west corner of Denmark-street, extending 2·50 chains southward.

In Fowler-street, from a point opposite the south-west corner of Winchester-street, extending 2·50 chains southward.

In Westoe-lane, from an imaginary centre line at the intersection of Bent House-lane and Fowler-street, extending 3 chains southward.

In Westoe-lane, from a point 6 chains south of the centre of the bridge over the Tyne Plate Glass Company's ballast railway, extending 2 chains 11 yards southward.

In Westoe-lane, from a point 9 chains north of the north-western corner of the Ingham

Infirmary boundary wall, extending 2·50 chains southward.

In Westoe-lane and Dean-lane, from a point 3 chains 15 yards south of the north-west corner of the Ingham Infirmary boundary wall, extending 3 chains in a south-westerly direction.

In Dean-lane, from a point 15 yards west of the south-east corner of Westoe-terrace, extending 3 chains in a north-westerly direction.

In Dean-lane, from a point opposite the south-west corner of John Clay-street, extending 2·50 chains in a westerly direction.

In Dean-lane and Laygate-lane, from a point 48 yards east of an imaginary centre line at the intersection of Dean-lane and Laygate-lane, extending 3 chains in a northerly direction.

In Laygate-lane, from a point 37 yards north of the centre of the level crossing of the North Eastern Railway (Pontop Branch), extending 2·50 chains northward.

In Laygate-lane, from a point coinciding with an imaginary centre line at the intersection of Adelaide-street and Laygate-lane to its intersection with Tramway No. 1 at south end of Green-street and Laygate-lane.

Tramway No. 2A. A Tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at a point at junction with Tramway No. 1, 30 chains to the east from the south-west corner of Fowler-street and Ocean-road, and terminating at a point on Tramway No. 2 opposite the south-east corner of Fowler-street.

Tramway No. 2B.—A Tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at a point at junction with Tramway No. 1, at the centre of an imaginary line across King-street, drawn from the south-west corner of Fowler-street to the south-west corner of Mile-end-road, and terminating at a junction with Tramway No. 2 on the centre of an imaginary line drawn across Fowler-street from the south-west corner of Ocean-road to the south-east corner of King-street.

Tramway No. 2c. A tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at a point at junction with Tramway No. 2, 10 chain to the east from the south-east corner of Green-street and Laygate-lane, and terminating at a point on Tramway No. 1 on the centre of an imaginary line drawn across Green-street from the west corner of Green-street to the east corner of same.

Tramway No. 3. A tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at the intersection of King-street, Ocean-road, Fowler-street, and Mile End-road, in Tramways Nos. 1 and 2, and proceeding northward along Mile End-road, and terminating opposite the north-west corner of St. Stephen's Churchyard boundary wall.

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

In Mile End-road, from a point 33 yards north of an imaginary centre line intersecting Ingham-street and Mile End-road, extending 2·50 chains northward.

In Mile End-road, from a point 4 chains 11 yards north of the south-west corner of Morton-street, extending 3 chains northward.

In Mile End-road, from a point 3 chains 11 yards north of the south-west corner of St.

Stephen's Churchyard boundary wall to the termination of the said tramway.

Tramway No. 3A. A tramway situate wholly in the parish of Jarrow and borough of South Shields, commencing at a point on Tramway No. 1, 10 chains from an imaginary line drawn from the south-west corner of Mile End-road to the north-east corner of Fowler-street, and terminating at a point on Tramway No. 3, 45 chains to the north of an imaginary line drawn from the south-west corner of Mile End-road to the south-east corner of same road.

The proposed tramways will be made, or pass from, in, through, or into the parish following (that is to say):—

A portion of the parish of Jarrow and in the borough of South Shields, in the county of Durham.

In the following places the tramways will be so laid that for a distance of 30 feet and upwards, a less space than 10 feet 6 inches will intervene between the outside of the footpath along the line of tramway to the nearest rail of such tramway.

Tramway No. 1. In Pier-parade and Ocean-road on both sides its entire length.

In King-street on both sides, from the junction of King-street with Ocean-road to a distance of 3 chains 15 yards westward.

In Church-row, Station-road, Cuthbert-street, Green-street, Laygate-lane, Commercial-road, Corstorphine-town, Temple-town, Turncoat-row, on both sides, for a distance of 13 yards from the south end, Slake-row, on both sides for a distance of 52 yards from the north end, Slake-terrace, on both sides, from a point 10 yards from the north end of the Corporation stone depot a distance of 3 chains 11 yards in a southward and eastward direction, and thence to a point opposite the north-east corner of the North Eastern Railway Company's offices on north side of street, South Shields-road, Swinburne-street, and the Causeway on both sides the entire length.

Tramway No. 1A, on the east and south side its entire length.

Tramway No. 2, in Fowler-street on both sides from its junction with Tramway No. 1 in King-street to 2·50 chains to the south of an imaginary centre line at the intersection of Winchester-street with Fowler-street.

In Westoe-lane on both sides from a point 1·24 chains to the south of the north-east corner of Roman Catholic Chapel to an imaginary centre line at the intersection of Victoria-road with Westoe-lane.

In Westoe-lane on both sides from a point 9 chains north of the north-west corner of the Ingham Infirmary boundary wall extending 2·50 chains southward.

In Westoe-lane, Dean-lane, and Laygate-lane, on both sides from a point 3 chains 15 yards south of the north-west corner of the Ingham Infirmary boundary wall to its intersection with Tramway No. 1 at the south end of Green-street and Laygate-lane.

Tramway No. 3. In Mile End-road on both sides, from its junction with Tramways Nos. 1 and 2 in King-street to a point 35 chains to the north of the north-east corner of Bath-street.

In Mile End-road on both sides from a point 4 chains 11 yards north of the south-west corner of Morton-street to the termination of the said tramway.

All which said works will be situate or made in the parishes, townships, or extra-parochial places of

Jarrow, Westoe, and South Shields, in the county of Durham.

It is proposed to run on the said tramways carriages or trucks adapted for use upon railways.

And in and by such Provisional Order all necessary powers will be sought to be obtained for the following purposes, that is to say:—

1. To authorise and empower the levying of tolls, rates, and charges for the use of the tramways, such tolls and charges being levied either upon, or in respect of, carriages using the tramways other than the carriages of the Promoters, and the traffic conveyed therein, or in respect of passengers or other traffic conveyed on the tramways in the carriages of the Promoters.
2. To enable the Promoters, whenever, 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, or any new road within the said parish, townships, or places, 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.
3. To authorise and empower the making from time to time of such crossings, passing, places, sidings, junctions, and other works, either temporarily or permanently, in addition to those particularly specified in this notice, as may from time to time 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, or other buildings of the Promoters, or their lessees or tenants.
4. To authorise and empower the Promoters, their lessees, and tenants for all or any of the purposes of the undertaking, to erect offices, buildings, or other conveniences.
5. To authorise and empower the appointment and payment of such clerks, servants, and agents as the Promoters may think necessary.
6. To authorise the Promoters to enter upon and open the surface of, and to alter, and stop up, remove, and otherwise interfere with electric telegraph pipes and apparatus within all or any of the townships, 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 intended tramways.
7. To authorise and empower 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 incorporate, repeal, alter, amend, or extend all or some of the provisions of the following among other Acts, that is to say:—"The South Shields Improvement Act, 1853;" "The South Shields Improvement (Amendment) Act, 1861;" "The South Shields Gas Act, 1857;" "South Shields Gas Act, 1867;" "The South Shields Gas Act, 1879;" "The Sunderland and South Shields Waterworks Act, 1852;" "The

Sunderland and South Shields Waterworks (Amendment) Act, 1859;" "The Sunderland and South Shields Water Act, 1868;" or any Acts amending the same, or any of the provisions thereof, "The Locomotive Act, 1861;" "The Locomotive Act, 1865;" "The Tramways Act, 1870;" 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 engines or carriages to be used thereon, or any driver or conductor thereof, and any other Act or Acts, either public or local, which may in anywise relate to or be affected by the objects aforesaid.

8. To authorise and empower the Promoters to use and work the said tramways or to let upon lease or otherwise the said tramways, or any of them, or any part or parts thereof, or to grant licenses to use the same, and to reserve in any such lease or license the right for the Promoters and any other local authority or local authorities to use the same as means of transit for sanitary purposes.

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 30th day of November instant, 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 also with the Promoters, at the office of the Town Clerk, 35, Market-place, South Shields; and that a copy of so much of the said plans and sections as relates to the parish, 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 30th day of November instant, be deposited for public inspection with the parish clerk of such parish at his residence.

The documents aforesaid, and a map prepared according to the specimen attached to the Board of Trade rules, will be deposited at the office of the Board of Trade, Whitehall-gardens, Westminster, on or before the same day.

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, 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, public authority, 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 15th day of January, 1881, and copies of the said objections must at the same time be sent to the promoters at the said Town Clerk's Office, 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.

Dated this 22nd day of November, 1880.

Joseph M. Moore, Town Clerk, Solicitor for the application, South Shields.

John M. Clabon, 21, Great George-street, Westminster, S. W., Parliamentary Agent.

Board of Trade.—Session 1881.

North London Suburban Tramways.

(Powers to the North London Suburban Tramway Company Limited to construct additional Tramways in the parish of Hornsey, Stoke Newington, and Tottenham, in the County of Middlesex; in the parish of Cheshunt, in the County of Hertford; and in the parish of Waltham Holy Cross, in the County of Essex; user of Streets, Roads, &c.; Tolls and other Powers; use of Steam or other Mechanical Power on Tramways of the Company; Extension of time for completion of Works; Repeal of 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 and on behalf of the North London and Suburban Tramway Company, Limited (hereinafter called the Company) on or before the 23rd day of December next, for a Provisional Order for the following, or some of the following, among other purposes:—

To 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, that is to say—

A Tramway (No. 1) commencing in the centre of Waltham-lane at its western end, continuing thence along Waltham-lane, crossing the bridges over the Cambridge line of the Great Eastern Railway, the bridge known as the Small Lea Bridge, and the bridge over the River Lea Navigation, continuing along High Bridge-street, crossing the bridges over Mill Head Stream, and terminating in the last named street at a point opposite or nearly opposite to the eastern side of Powder Mill-lane.

Tramway No. 1 will be laid as a single line throughout, except in the following places in Waltham-lane where it will be laid as a double line, viz:—

- a. For a length of $1\frac{1}{4}$ chains or thereabouts on either side of the centre of the said bridge over the Cambridge line of the Great Eastern Railway.
- b. Between points respectively 27 yards and 82 yards or thereabouts east of Crescent-road.
- c. Between points respectively 165 yards and 110 yards or thereabouts west of the centre of the said bridge over the River Lea Navigation.

In the following places it is proposed to lay Tramway No. 1 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 the Tramway:—

1. In Waltham-lane on both sides thereof for a distance of $12\frac{1}{2}$ chains from its commencement.
2. In Waltham-lane on both sides thereof between points respectively $6\frac{1}{2}$ chains west and $7\frac{1}{4}$ chains or thereabouts east of the centre of the said bridge over the Cambridge line of the Great Eastern Railway.
3. In Waltham-lane on the north side thereof between points respectively 165 yards and 110 yards or thereabouts west of the centre of the said bridge over the River Lea Navigation.
4. In High Bridge-street on both sides thereof between a point 1 chain east of the centre of the said bridge over the River Lea Navigation and the termination of Tramway No. 1.

A Tramway (No. 2) a single line commencing in High Bridge-street by a junction with Tramway No. 1 at a point 50 feet or thereabouts from the termination of that tramway passing

thence into and along Powder Mill-lane and terminating in that lane at a point 21 yards or thereabouts northward from High Bridge-street.

In Powder Mill-lane, on the east side thereof, between High Bridge-street and the termination of the tramway, it is proposed to lay the same, 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 the tramway.

A Tramway (No. 3) commencing at the termination of Tramway No. 1, passing thence in an easterly direction along High Bridge-street into and along Church-street and terminating in the last mentioned street at a point opposite or nearly opposite to the centre of Bakers Entry.

Tramway No. 3 will be laid as a double line throughout, except for a distance of 40 links from its termination, where it will be laid as a single line.

In High Bridge-street, on both sides thereof, from the commencement of the tramway to the eastern end of that street, it is proposed to lay the same, 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 the tramway.

A Tramway (No. 4) a single line commencing at the termination of Tramway No. 3, passing thence in a south-easterly direction along Church-street and Market-place, and terminating at the western end of Sun-street at its junction with Market-place.

In Church-street, on the northern side thereof, for its entire length, it is proposed to lay the said tramway 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 the tramway.

A Tramway (No. 5) a double line, commencing at the termination of Tramway No. 4, passing thence along Sun-street, and terminating at the eastern end of that street.

In Sun-street on both sides thereof for the entire length of the tramway, it is proposed to lay the said tramway 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 the tramway.

The said tramways will be situated in the Waltham Cross Township, in the parish of Cheshunt, in the county of Hertford; and in Waltham Abbey township, in the parish of Waltham Holy Cross, in the county of Essex, and will be constructed of a gauge of 3 feet or such other gauge as may be prescribed by the Board of Trade or defined by the Provisional Order.

A Tramway (No. 6) wholly in the Seven Sisters'-road, commencing at a point 1 chain or thereabouts south-westward from Finsbury Park-road, and passing thence in a north-easterly direction, and terminating at a point in line with the western side of Green-lanes.

Tramway No. 6 will be laid as a double line except for a length of 1 chain from its commencement, where it will be laid as a single line.

Tramway (No. 7) a double line commencing in the Seven Sisters'-road by a junction with Tramway (No. 6) at a point 29 yards or thereabouts from the termination of that Tramway, passing thence in a northwardly direction into and along Green-lanes, and terminating in Green-lanes at a point 35 yards or thereabouts

north-westward from the pillar letter box, situate at the junction of Green-lanes and Lord-ship-road.

A Tramway (No. 8) wholly in the Seven Sisters'-road, commencing at the termination of Tramway No. 6, passing thence in a north-easterly direction (crossing the bridge carrying that road over the New River) and terminating at a point 113 yards or thereabouts north-eastward from the centre of the last-mentioned bridge.

Tramway No. 8 will be laid as a single line throughout, except in the following places in the Seven Sisters'-road, where it will be laid as a double line:—

- a. For a distance of 3 chains from its commencement.
- b. For a distance of 3 chains westward from Woodbury-grove.
- c. Between points respectively 6 yards and 72 yards or thereabouts westward from the centre of the said bridge over the New River.

In the following places in the Seven Sisters'-road it is proposed to lay the said 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 and the nearest rail of the Tramway on both sides:—

1. For a distance of 3 chains westward from Woodbury-grove.
2. Between points respectively 6 yards and 72 yards or thereabouts westward from the centre of the said bridge over the New River.

A Tramway (No. 9) commencing in the Seven Sisters'-road at the termination of Tramway No. 8, proceeding thence in a north-easterly direction along the said road (passing under the bridges carrying the Tottenham and Hampstead Junction Railway and the Enfield branch of the Great Eastern Railway over the said road), then passing in a northerly direction into the High-street, Tottenham, and terminating therein by a junction with the existing Tramway of the North London Suburban Tramway Company Limited, at a point 70 yards or thereabouts southward from West Green-road.

Tramway No. 9 will be laid as a single line throughout, except in the following instances in the Seven Sisters'-road where it will be laid as a double line:—

- a. Between points respectively 90 yards and 156 yards or thereabouts north-eastward from Netherton-road.
- b. Between points respectively 17 yards and 83 yards or thereabouts northward from Townsend-road.
- c. Between points respectively 166 yards and 100 yards or thereabouts south-westward from the centre of the bridge carrying the Enfield branch of the Great Eastern Railway over the said Seven Sisters'-road.
- d. Between points respectively 87 yards and 21 yards or thereabouts south-westward from the eastern end of the said Seven Sisters'-road.

In the Seven Sisters'-road between points respectively 90 yards and 156 yards or thereabouts north-eastward from Netherton-road it is proposed to lay the said tramway, 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 the tramway on both sides.

A Tramway (No. 10) a single line commencing in the Seven Sisters'-road by a junction with Tramway No. 9 at a point 19 yards or thereabouts south-westward from the eastern end of that road passing thence in a southerly

direction into and along High-street, Tottenham, and terminating in the last-mentioned road by a junction with the existing tramway of the North London and Suburban Tramway Company Limited, at a point 127 yards or thereabouts southward from West Green-road.

A Tramway (No. 11) commencing in the Seven Sisters'-road by a junction with Tramway No. 8 at a point in line with the west face of the Manor House Tavern, proceeding thence in a northerly direction along Green-lanes passing over the bridges carrying the last-named road over the New River and under the bridges carrying the Tottenham and Hampstead Junction Railway and the Wood Green branch of the Great Eastern Railway over the last-named road and terminating in Green-lanes in a line with the southern side of Nightingale-road at Wood Green.

Tramway No. 11 will be laid as a single line throughout except in the following places where it will be laid as a double line.

- a. In Seven Sisters'-road and Green-lanes for a distance of 3 chains from its commencement.

In Green-lanes in the following places:—

- b. Between points respectively 21 yards and 87 yards northward from the centre of the bridge over the New River, near Northumberland House.
- c. Between points respectively 35 yards and 101 yards northwards from the centre of the bridge carrying the Tottenham and Hampstead Junction Railway over Green-lanes.
- d. Between points respectively 164 yards and 98 yards southward from Hanger-lane.
- e. Between points respectively 90 yards and 156 yards northward from the principal entrance to Haringey House from Green-lanes.
- f. Between points respectively 153 yards and 87 yards southward from the junction of West Green-road with Green-lanes.
- g. Between points respectively 13 yards and 79 yards northwards from the junction of Tottenham-lane with the western side of Green-lanes.
- h. Between points respectively 46 yards south and 20 yards north of the southern side of Park-road south.
- i. Between points respectively 92 yards and 158 yards northward from the centre of the bridge carrying the Wood Green branch of the Great Eastern Railway over Green-lanes.
- j. Between points respectively 71 yards and 5 yards southward from the Fishmongers' Almshouses.
- k. For a distance of $1\frac{1}{2}$ chains from the termination of the tramway.

In the following places in Green-lanes it is proposed to lay the said tramway 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 the tramway.

- (1.) On the western side between points respectively 20 yards and 87 yards northward from the centre of the bridge over the New River near Northumberland House.
2. On both sides between points respectively 35 yards and 101 yards northward from the centre of the bridge, carrying the Tottenham and Hampstead Junction Railway over the Green Lanes.
3. On both sides between points respectively

164 yards and 98 yards southward from Hanger-lane.

4. On both sides between points respectively 90 yards and 156 yards northward from the principal entrance to Haringey House from Green-lanes.

5. On both sides between points respectively 153 yards and 87 yards southward from the junction of West Green-road with Green-lanes.

9. On both sides between points respectively 13 yards and 79 yards northwards from the junction of Tottenham-lane with the western side of Green-lanes.

7. On both sides between points respectively 92 yards and 158 yards northward of the centre of the bridge carrying the Wood Green Branch of the Great Eastern Railway over Green-lanes.

8. On both sides between points respectively 71 yards and 5 yards southward from the Fishmongers' Almshouses.

9. On the eastern side for a distance $1\frac{1}{2}$ chains from the termination of the tramway.

The lastly described tramways Nos. 6 to 11 inclusive will be situated in the several parishes of Hornsey, St. Mary's Stoke Newington, and Tottenham, all in the county of Middlesex, and will be constructed of a gauge of 4 feet $8\frac{1}{2}$ inches, or such other gauge as may be prescribed by the Board of Trade or defined by the Provisional Order.

To authorise and empower the Company 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 substituting others in their place, or other the purpose of the said Provisional Order.

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, 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.

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 thereon, and to confer, vary, and extinguish exemptions from the payments of such tolls, rates, and charges.

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 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 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.

To provide for and regulate the user by the

Company 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.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

To reserve to the Company 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.

To prohibit, except by agreement with the Company, and upon terms prescribed by the Provisional Order, or otherwise, the use of the proposed tramways and works by persons or corporations other than the Company, 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 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 such persons or corporations.

To make provision for regulating the passage of traffic, whether of the Company 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 Company and the respective street authorities or any of them, 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 the Provisional Order.

To empower the Company from time to time to make such passing places, crossings, cross over roads, 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 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 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.

To enable the Company and the Metropolitan Board of Works and any vestry, district board, trustees, or other bodies corporate, or persons having respectively the 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 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.

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.

To authorise the company, and all persons, Corporations, or other public bodies and Company, using the tramways of the Company, authorised by "The North London Suburban Tramway Provisional Order, 1879," 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, in addition to or in substitution for animal power subject to such conditions and restrictions as may be provided in the Order and to hold and acquire patent rights in relation to any such power.

To extend the time limited by the North London Suburban Tramways Provisional Order, 1879, for the completion of certain portions of the tramways by such Order authorised to be made.

To incorporate with and extend and apply to the provisional order, the provisions of the Tramways Acts, 1870," and if necessary, to repeal, amend, or alter all or some of the provisions of "The North London Suburban Tramway Provisional Order, 1879," and of all or some of the following, among other Acts, that is to say, "The Tramways Act, 1870;" "The Locomotive Act, 1861," and "The Locomotive Act, 1865," and "The Highways and Locomotive Amendment Act, 1878, or any or either of these Acts, 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 therein, and also to repeal amend or alter any other Act of Parliament which may in anywise affect such tramways engines or carriages.

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.

And notice is hereby further given that plans and sections of the proposed tramways and Works will be deposited for public inspection on or before the 30th day of November instant, with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the same county, with the Clerk of the Peace for county of Hertford, at his office at St. Albans, in the same county, with the Clerk of the Peace for the county of Essex, at Chelmsford in same county, 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 Clerk of the Parliaments, House of Lords, at the Private Bill Office, House of Commons, at the office of South Hornsey Local Board of Works, Spencer-road, South Hornsey, in the county of Middlesex, at the office of the Hornsey Local Board of Health, Southwood-lane, Highgate, in the same county, at the office of the Hackney District Board of Works, situate at the Town Hall, Hackney, in the same county, at the office of the Tottenham Local Board of Health, Tottenham, High-road, Tottenham, in the same county, at the office of the Cheshunt Local Board of Health, Cheshunt, in the county of Hertford, at the office of the Waltham Holy Cross Local

Board of Health, Waltham Abbey, in the county of Essex, and that a copy of so much of the said plans and section as relates to each parish, extra-parochial or other place in or through which the proposed Tramways will be made will also, on or before the said 30th day of November instant, be deposited for public inspection as follows—that is to say with the Parish Clerk of each such parish at his place of abode, and in case of an extra-parochial place with the Parish Clerk of the adjoining parish at his place of abode, or in the case of any parish within the limits of the Metropolis as defined by "The Metropolis Management Act, 1855," with the Vestry Clerk of such parish, and with the Clerk to the Board of Works for the district in which such parish is included, as the case may be, at his office. Each such deposit will be accompanied by a copy of this Notice as published in the London Gazette.

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 1s. for every copy, to all persons applying for them, at the office of Messrs. Sutton and Ommanney, Solicitors, 3, Great Winchester-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 15th day of January next, and copies of their objections must at the same time be sent to Messrs. Sutton and Ommanney, at the aforesaid address, 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 said Messrs. Sutton and Ommanney, at their said offices.

Dated this 19th day of November, 1880.

Sutton and Ommanney, 3, Great Winchester-street, London, E.C., Solicitors for the Order.

In Parliament.—Session 1881.

Dagenham Dock.

(Incorporation of Company; Construction of Dock, with Entrance Basin, and other Works in the Parish of Dagenham, Essex; Water from and Dredging portion of River Thames; Compulsory purchase of Lands; Tolls, Rates, and Duties; Lease of Land, Warehouses, &c.; Appointment of Officers; Rules, Regulations, and Bye-laws; Agreements with Railway Companies; Amendment of Acts).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill to incorporate a Company (hereinafter called "the Company,") and to enable the Company to construct the works, exercise the powers, and effect the objects following, or some of them:—

To make and maintain the works next hereinafter described, viz. :—

1. A dock with a lock and entrance basin entering from the river Thames, to be constructed on lands part of the Dagenham Marshes, in the parish of Dagenham, in the county of Essex, and on the bed, banks, and shore of the river Thames, such lands being bounded on or towards the south by the river Thames, on or towards the west by a road called Chequers-lane and the existing jetty at the southern end of the said

road; on or towards the north by an imaginary line commencing in the centre of the said road called Chequers-lane, 166 yards, or thereabouts, to the south of the centre line of the London, Tilbury, and Southend Railway, and thence extending eastward for a distance of 950 yards, or thereabouts, parallel to the said centre line of the said railway, and on or towards the east by an imaginary line commencing at the easternmost extremity of the said imaginary line forming the said northern boundary, and thence extending in a southerly direction to the low water mark of the river Thames at a point 66 yards, or thereabouts, south-west of the south-western angle of the boundary wall of the candle and manure works, numbered 997 on ordnance (25-inch scale) map.

2. Two piers or jetties in the said parish of Dagenham aforesaid, and on the bed and shore of the river Thames, to be situated respectively at the extremities of the east and west walls of the entrance basin. That on the west side commencing at or about the line of high water of ordinary tides, at a point 270 yards or thereabouts east of the eastern side of the said existing jetty, and extending in a straight line for a distance of 70 yards or thereabouts in a south-westerly direction, and thence in a curved line for a distance of 100 yards or thereabouts in a westerly direction. That on the east side, commencing at a point on the said line of high water mark, 410 yards or thereabouts, east of the eastern side of the said existing jetty, and thence extending in a straight line for a distance of 33 yards or thereabouts in a south-westerly direction, and thence in a curved line for a distance of 100 yards or thereabouts in a south-easterly direction.

3. A river wall or embankment in the said parish of Dagenham aforesaid, and on the bed and shore of the river Thames, with an opening through the same into the aforesaid entrance basin, commencing at or near the south-western angle of the boundary fence of the candle and manure works aforesaid, and terminating in the river bank at high water mark of ordinary tides at or near the centre of the said existing jetty.

To make, provide, and maintain in connection with the intended works, or any of them, all necessary or convenient locks, gates, opening and other bridges, graving docks, slip docks, lift 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, sluices, drains, and other works and conveniences.

All which intended works, and the lands to be taken for the purpose thereof, will be situated in the parish of Dagenham, in the county of Essex.

To divert into and use, for the purposes of the said tidal basin, dock, and works, the waters of the river Thames, and to dredge and deepen from time to time the bed and channel of the river Thames, at, and near to the entrance basin to the intended dock and works, and at and near the proposed piers or jetties, and the adjacent river, wall, or embankment.

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned to such extent as may be authorised by the Bill.

To purchase, take on lease, or hire, provide,

and maintain steam tugs for towing ships into and out of the intended dock and basin, and from and to the sea.

To remove all landing stages, mooring posts, buoys, or other erections and appliances at and near the site of the intended pier or jetties, entrance basin, and works, and to provide such others as may be requisite, and to intercept and divert any drains, sewers, or watercourses, and to extinguish all rights of way and other rights which may interfere with or obstruct the construction, maintenance, or use of the intended works, or any of them.

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, as it may be necessary or convenient to cross, divert, alter, or stop up for any of the purposes of the Bill.

To take, purchase, and acquire by compulsion, or by agreement, lands, houses, and other property and hereditaments for the purposes of the intended works and of the Bill, and to vary or extinguish all rights, easements, and privileges in any manner connected with the lands, houses, property, and hereditaments so purchased or taken.

To levy tolls, rates, dues, wharfage, and other charges on shipping, and on goods, animals, and persons at, upon, or in respect of the intended tidal basin, dock, and other works, machinery, and conveniences, and in respect of any services rendered or performed by the Company, and also in respect of the supply and disposal of ballast, and to confer, vary, or extinguish exemption from the payment of such tolls, rates, dues, wharfage, and other charges.

To make provision for the management, use, regulation, and protection of the intended dock, entrance basin, lock, works, and conveniences; the regulation and control of shipping, persons, animals, and goods, frequenting or using, or approaching to, or departing from, the said dock, entrance basin, lock, 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 moving of vessels, ships, and craft on the river Thames, along, at, or near to the intended dock, entrance basin, lock, and other works.

To authorise the making of bye-laws and regulations, and the imposition of penalties and restrictions for the purposes of, or with reference to, any of the matters aforesaid.

The Bill will empower the Company for such considerations, at such rents, and upon such terms and conditions, and for such periods as may be agreed on, or prescribed by the Bill, from time to time to lease for the purposes of building or improvement any lands acquired by them, or which they may have power to acquire or take, and to lease or grant the use or occupation of, or easements, or rights over, or affecting any warehouses, buildings, wharves, yards, cranes, machinery, and other conveniences provided by them.

The Bill will also enable the Company on the one hand, and the Great Eastern Railway Company, the London, Tilbury, and Southend Railway Company, the London and Blackwall Railway Company, and any Railway Company or Companies lawfully working or using the railways of the said Railway Companies, or any one or more of such Companies on the other hand, from time to time to enter into and carry into effect contracts and arrangements for or with respect to

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 or others of them, for or on account of any of the matters to which the respective contract or arrangement relates; the leasing to those Railway Companies, or any of them, of land, quay space or wharfage and railway and other accommodation at or near the dock and other works of the Company, and of railway standing room, sidings, machinery, and other accommodation and conveniences, and the Bill will confirm any such contracts or agreements which may have been entered into prior to the passing of the Bill, and will enable the said Companies, or any of them, to appropriate and apply for the purposes of such contracts or agreements, such portion of their existing capital or of their revenue as may be necessary.

To vary or extinguish all rights, powers, and privileges which would interfere with the objects of the 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 alter, repeal, amend, or enlarge some of the provisions of the several local Acts of Parliament following (that is to say), 20 and 21 Vic., cap. 147; 41 and 42 Vic., cap. 216; and of any other Acts relating to or affecting the Thames Conservancy or Navigation; 25 and 26 Vic., cap. 233; and of any other Acts relating to or affecting the Great Eastern Railway; 25 and 26 Vic., cap. 8; 26 and 27 Vic., cap. 69; 38 and 39 Vic., cap. 18; and of any other Acts relating to the London, Tilbury, and Southend Railway; 6 and 7 Wil. IV, cap. 223; 13 and 14 Vic., cap. 30; 28 and 29 Vic., cap. 116; and of any other Acts relating to the London and Blackwall Railway.

The Bill will incorporate with itself all or some of the provisions of the Companies Clauses Consolidation Act, 1845, the Companies Clauses Acts, 1863 and 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, the Railways Clauses Act, 1863, and the Harbours, Docks, and Piers Clauses Act, 1847, and exempt the Company and their undertaking from such of the provisions of those Acts as may not be considered applicable or necessary.

And notice is hereby given, that plans and sections showing the lines, situation, and levels of the proposed dock and other works, and the lands and other property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and with the parish clerk of the said parish of Dagenham, at his residence.

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

Dated this 17th day of November, 1880.

Tahourdins and Hargreaves, 1, Victoria-street, Westminster, Solicitors for the Bill.

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

In Parliament—Session 1881.

Penarth, Sully, and Barry Railway.
(Abandonment of Railway; Release of Deposit;
Winding-up and Dissolution of Company;
Repeal of Act, &c.).

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

To authorise and require the Penarth, Sully, and Barry Railway Company (hereinafter called "the Company"), to abandon and relinquish the railway and works authorised by the Penarth, Sully, and Barry Railway Act, 1877.

To free and release the Company from all liabilities, penalties, and obligations for non-completion of the railway and works authorised by the said Act, and to declare null and void, and rescind or cancel all contracts, agreements, and arrangements, made by or on behalf of the Company with reference to such railway and works, or the lands required for the purposes thereof.

To provide for the release, repayment, or re-transfer out of the High Court of Justice (Chancery Division), of all moneys or stock deposited or transferred in respect of the application to Parliament for the said Act of 1877, and of any interest or dividends which may have accrued, or may accrue due on the said deposit, or any part thereof, and to confer all necessary powers in that behalf on the said Chancery Division.

To dissolve the Company, and to make provision for the distribution of their assets, and the discharge of their debts and liabilities, and winding-up their affairs; and to exclude or modify, as regards the Company and its affairs, the provisions of the Companies Acts, 1862, and 1867, and make other provisions for winding-up the affairs of the Company and the discharge of their debts and liabilities.

To make all provisions, incidental or necessary to the purposes aforesaid, and to vary, or extinguish all rights and privileges which would interfere with the objects of the intended Act, and to confer other rights and privileges, and to confer upon John Davies Treharne (who is named in the said Act of 1877) the powers, or some of the powers, which he would have had if the stock or money deposited in respect of the application for the said Act of 1877 had been deposited or provided by him.

To repeal, alter, or amend, the powers and provisions of the Penarth, Sully, and Barry Railway Act, 1877, and so much as may be necessary of any other Act or Acts relating to, or affecting the Penarth, Sully, and Barry Railway Company, and to make applicable to, and incorporate with the intended Act, with or without modifications, some of the provisions of the Railways Abandonment Acts, 1850 and 1869, and the provisions relating to abandonment contained in the Railway Companies Act, 1867, and to make other provisions for the abandonment of the said railway, and the release and application of the moneys or stock deposited as aforesaid.

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 10th day of November, 1880.

Ingledeu and Ince, St. Benet-chambers, Fenchurch-street, London, Solicitors for the Bill.

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

In Parliament.—Session 1881.

Guildford, Kingston, and London Railway.
(Railways between Guildford and the Metropolitan District Railway at Fulham, with Branches to Ashstead, Bookham, &c.; Incorporation of Company; Powers to Metropolitan District, South Eastern, London and South-Western, and London, Brighton, and South Coast Railway Companies; Running Powers, Working and Traffic Agreements; Subscription Powers to Landowners, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize the construction and maintenance of the following railways and roads, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

Railway No. 1, commencing in the parish of Saint Nicholas, Guildford, by a junction with the Reading, Guildford, and Reigate line of the South Eastern Railway Company, at a point 37 yards, or thereabouts, to the east of the bridge carrying the road which runs northwards from the homestead known as "Deer Barn," over that line, and terminating in the parish of St. Nicholas, Guildford, at a point on or near the western bank of the River Wey, 466 yards, or thereabouts, measured in a southerly direction from the bridge called "Woodbridge," which carries the road from Rydeshill to Guildford across the River Wey.

Railway No. 2, commencing in the parish of St. Nicholas, Guildford, by a junction with the Woking, Guildford, and Godalming branch of the London and South-Western Railway, at a point at or near the bridge which carries the road running from Guildford Park Farm in a north-easterly direction towards the River Wey, over the said branch, and terminating by a junction with Railway No. 1 at or near the point above described as the termination thereof.

Railway No. 3, commencing in the parish of St. Nicholas, Guildford, by a junction with Railways Nos. 1 and 2, or one of them, at or near the point described above as the termination of Railways Nos. 1 and 2 and terminating in the parish of Stoke, in the street or road known as Stoke-road, at a point 145 yards, or thereabouts, measured in a southerly direction from the south-west corner of Stoke Hospital.

Railway No. 4, commencing by a junction with Railway No. 3, at or near the point described above as the termination of that railway, and terminating in the parish of Cobham, at a point 300 yards, or thereabouts, measured in a southerly direction from the New Barn Farmhouse, which house nearly adjoins the road leading from Hundred Pound Bridge to Downside Common.

Railway No. 5, commencing in the parish of Great Bookham, at or near the northern boundary fence of the road known as the "Lower-road" from Great Bookham to Little Bookham, at a point about 32 yards east of Bugg's Farmhouse, and terminating in the parish of Cobham by a junction with Railway No. 4, at or near the point above described as the termination of Railway No. 4.

Railway No. 6, commencing in the parish of Cobham by a junction with Railways No. 4 and No. 5, or one of them, at or near the point described above as the termination of

those railways, and terminating in the parish of Stoke D'Abernon at a point 75 yards, or thereabouts, south of a point in Blundel-lane, which point in Blundel-lane is 510 yards, or thereabouts, measured along the said lane from its junction with the road leading from Church Cobham to Stoke D'Abernon Bridge. The said Blundel-lane being the lane leading from the Plough Inn, Stoke D'Abernon, to the wood called the Furze in the direction of Little Heath Farm.

Railway No. 7, commencing by a junction with Railway No. 6, at or near the point above described as the termination thereof, and terminating at a point 650 yards, or thereabouts, measured in an easterly direction from its commencement, which point is also 350 yards, or thereabouts, in a southerly direction from the cottages in Blundel-lane aforesaid.

Railway No. 8, commencing in the parish of Stoke D'Abernon by a junction with Railway No. 7, at or near the point above described as the termination thereof, and terminating in the parish of Leatherhead, at or near the Leatherhead and Kingston-road, at a point 105 yards, or thereabouts, measured in a southerly direction from the junction near Wood Bridge of the Oxshott-road with the said Leatherhead and Kingston-road.

Railway No. 9, commencing in the parish of Leatherhead by a junction with Railway No. 8, at or near the point above described as the termination thereof, and terminating in the parish of Ashstead by a junction with the Epsom and Leatherhead branch of the London and South-Western Railway, at a point 10 yards, or thereabouts, westward of the western ends of the platforms at Ashstead Station.

Railway No. 10, commencing by a junction with Railway No. 8 at or near the termination thereof, and terminating by a junction with the Epsom and Leatherhead branch of the London and South-Western Railway at a point 163 yards, or thereabouts, measured in northerly direction along the line of the said railway from the northern side of the bridge carrying the road from Leatherhead to Kingston over the said railway.

Railway No. 11, commencing by a junction with Railway No. 7 at or near the point described above, as the termination thereof, and terminating at a point 200 yards, or thereabouts, measured in a west-north-westerly direction from the cottages in Blundel-lane which are opposite to the wood called the "Furze."

Railway No. 12, commencing by a junction with Railway No. 6, at or near the point above-described as the termination thereof, and terminating by a junction with Railway No. 11, at or near the point above-described as the termination thereof.

Railway No. 13, commencing by a junction with Railways No. 11 and No. 12, or one of them, at or near the point above-described as the terminations of those railways respectively, and terminating in the parish of Kingston-upon-Thames at a point on the south side of the main line of the London and South-Western Railway, 35 yards, or thereabouts, from the centre line of the said railway, at a point, 65 yards, or thereabouts, measured in an easterly direction from the eastern end of the down or southern platform of the Surbiton Station of the said railway.

Railway No. 14, commencing by a junction with Railway No. 13, at or near the point

above-described as the termination thereof, and terminating by a junction with the main line of the London and South-Western Railway, at a point 70 yards, or thereabouts, measured in a south-westerly direction from the western side of the bridge carrying the road known as Ewell-road over the said railway.

Railway No. 15, commencing by a junction with Railway No. 13, at or near the point above-described as the termination thereof, and terminating in the parish of Fulham, in the county of Middlesex, by a junction with the Fulham Extension of the Metropolitan District Railway, at or near the southern end of the platform of the Putney Bridge and Fulham Station of the said railway.

All which said intended railways will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Guildford, St. Nicholas Guildford, Stoke, Holy Trinity Guildford, Merrow, Worpleston, Send and Ripley, West Clandon, East Clandon, West Horsley, East Horsley, Effingham, Cobham, Little Bookham, Great Bookham, Stoke D'Aberron, Leatherhead, Ashstead, Oxshott, Thames Ditton, Claygate, Long Ditton, Surbiton, Kingston-upon-Thames, Norbiton, Maldon, Merton, Wimbledon, Putney, and Wandsworth, in the county of Surrey, and Fulham, in the county of Middlesex.

Road in Surbiton. A road in Surbiton wholly situate in the parish of Kingston-upon-Thames, in the county of Surrey, commencing by a junction with the road known as Southbank, at or near a point in the said road distant 40 yards or thereabouts from the junction of the said road with Glenbuck-road, and terminating by a junction with Victoria-road, opposite the junction of Victoria-road with Adelaide-road.

And it is proposed to incorporate a Company and to confer upon the Company to be so incorporated (hereinafter called "the Company") all necessary and convenient powers for making and maintaining the said railways and works, and to authorize the Company to purchase and take lands and buildings, by compulsion or agreement, in or near the several parishes, townships, and places aforesaid, for the purposes of the said intended railways and works, including $1\frac{1}{2}$ acre or thereabouts of the commonable lands in the parish of Merrow, known as Merrow Common; 8 acres or thereabouts of the commonable lands in the parish of East Clandon, known as East Clandon Common; 2 acres or thereabouts of the commonable lands in the parish of Effingham, known as Effingham Common; $3\frac{1}{2}$ acres or thereabouts of the commonable lands in the parish of Effingham, known as Banks Common; 1 acre or thereabouts of the common lands in the parish of Leatherhead, known as Leatherhead Common; 2 acres or thereabouts of the common lands in the parish of Ashstead, known as Ashstead Common; $\frac{1}{10}$ th acre or thereabouts of the commonable lands in the parish of Thames Ditton, known as Claygate Common; $\frac{2}{3}$ of an acre or thereabouts of the commonable lands in the parish of Cobham, known as Oxshott Heath; $\frac{1}{10}$ th of an acre or thereabouts of the commonable lands in the parish of Kingston-upon-Thames, known as Kingston Common; $\frac{1}{10}$ th of an acre or thereabouts of the commonable lands in the parish of Kingston-upon-Thames, known as Hookhearn Common; 5 acres or thereabouts of the commonable lands in the parish

of Putney, and known as Putney Heath, of the surface of which only 1 acre or thereabouts will be required; and 5 acres or thereabouts of common or commonable, or reputed common or commonable land, in the parish of Wimbledon, known as Wimbledon Common, and to stop up and take and appropriate the site and soil of all or some of the following roads, that is to say: the road in the parishes of East Horsley and Effingham, or one of them, between Effingham Common and Barnthornes Wood, also the roads on Banks Common, in the parish of Effingham, also the roads on Merrow Common leading from Merrow Church to the Green Man Inn, on the Portsmouth-road, also Blundel-lane aforesaid, also Glenbuck-road and South Bank, at Surbiton, in the parish of Kingston-upon-Thames, and the road leading from those two roads, or one of them, to the down platform of the Surbiton Station and the Coombe-road leading from Kingston-upon-Thames by the south side of Coombe Wood to Wimbledon and Merton, or one of them, and to stop up, improve, alter, or divert, temporarily or permanently, all or any turnpike or other roads and highways, railways, tramways, bridges, rivers, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraph cables, wires, and apparatus, and other works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended railways and works, or any of them, and to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

Also to authorize the Company, the South-Eastern Railway Company, the London and South-Western Railway Company, the London, Brighton, and South Coast Railway Company, and the Metropolitan District Railway Company, or some of them, to run over and use with their engines and carriages the railways, or some of them, or some parts thereof, respectively, and all stations, works, and conveniences connected therewith, and to enter into contracts and agreements with respect to the construction, maintenance, working, and use of the intended railways, or any of them; the supply of rolling stock and other things necessary for such working or use; the appointment of joint committees of directors for any of the purposes of the intended Act; the collection, delivery, interchange, transmission, and conveyance of traffic for, from, to, and over the railways of the said Companies respectively; the fixing, levying, collection, division, and apportionment of tolls, rates, charges, and receipts arising from such traffic, or any part or parts thereof, and all or any other matters incidental to the construction, maintenance, working, and use of the said intended railways and works, and to authorize the said Companies, or any of them, and any Company for the time being working their railways, to enter into agreements with respect to all or any of the purposes aforesaid, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act.

Also, to authorize 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, 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, the rail-

ways, or parts or portions of railways following, that is to say:—

So much of the London and South-Western Railway and the Woking, Guildford, and Godalming Branch thereof, or one of them, as lies between the junction therewith of Railway No. 2 and the junction thereof with the Horsham and Guildford Branch of the London, Brighton, and South Coast Railway.

So much of any of the railways of the Metropolitan District Railway Company now made or authorized, or which may be authorized during the next session of Parliament, and of the joint lines of that Company, and the Metropolitan Railway Company, as lies between the termination of Railway No. 15 as above described, and High-street, Kensington, and South Kensington Stations respectively.

So much of the Metropolitan District Railway, and of any railway which may be authorized in the next session of Parliament, as lies between the Earl's Court Station of the Metropolitan District Railway and the junction with the West London Railway and West London Extension Railway, or one of them, known as the Earl's Court Junction, and so described on the Clearing House map.

So much of the West London Railway and West London Extension Railway, or either of them, as lies between the last-mentioned junction and the Addison-road Station on the West London Railway. The Guildford and Addison-road Stations respectively, and all or any stations on or connected with any railway, or portion of railway, to be run over or used, and all or any roads, platforms, points, signals, water, water-engines, engine-sheds, standing rooms, engines, booking, and other offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said railways, portions of railway, and stations respectively.

And also to explain, amend, and extend the provisions of the Improvement of Lands Act, 1864, with respect to the powers thereby given to tenants for life to subscribe to the construction of railways, or otherwise to authorize all or any persons having limited or partial interest in property to contribute towards and hold shares in the proposed undertaking.

Also to vary or extinguish all rights and privileges of any description which might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Also to incorporate with the Bill the whole or such of the provisions as may be necessary of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Consolidation Acts, 1845, 1863, and 1869, the Railways Clauses Acts, 1845 and 1863; and to vary, extend, enlarge, or repeal, so far as may be deemed expedient, the powers and provisions of any of the above mentioned Acts, and of the Improvement of Lands Act, 1864, and of any other Acts of Parliament which may in any way interfere with its objects.

Also to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say: (local and personal) Act 4 and 5 Will. 4, cap. 88; 22 and 23 Vic., cap. 44; 24 and 25 Vic., caps. 111 and 190; 27 and 28 Vic., caps. 298 and 325; 28 and 29 Vic., caps. 104 and 273; 34 and 35 Vic., cap. 68; 39 and 40 Vic., cap. 213; 42 and 43 Vic., cap. 25; and all other Acts relating to the London and South-Western Railway Company. 6th Will. 4, cap. 75; "The South-Eastern Rail-

way Act, 1863;" "The South-Eastern Railway Act, 1870;" "The South-Eastern Railway Act, 1872;" "The South-Eastern Railway Company Act, 1876;" "The South-Eastern Railway Act, 1877;" "The South-Eastern Railway Act, 1878;" "The South-Eastern Railway Act, 1879"; and all other Acts relating to the South-Eastern Company, and the several undertakings vested in or worked by them; 9 and 10 Vic., cap. 283; 33 and 34 Vic., cap. 154; 36 and 37 Vic., cap. 226; 39 and 40 Vic., cap. 55; 41 and 42 Vic., cap. 72; and all other Acts relating to the London, Brighton, and South Coast Railway Company, the Metropolitan District Railways Acts, 1864 (27 and 28 Vic., cap. 322); the Metropolitan District Railway Act, 1878 (41 and 42 Vic., cap. 154); and all other Acts relating to or affecting the Metropolitan District Railway; 9 and 10 Vic., cap. 204, and other Acts relating to the London and North-Western Railway Company; 5 and 6 Wm. 4, cap. 107, and all other Acts relating to the Great Western Railway Company, and all Acts relating to the West London Railway and the owners thereof and their undertakings respectively.

A plan and section in duplicate of the proposed railways, a plan in duplicate of all lands which may be taken under the compulsory powers of purchase to be conferred by the intended Act, a book of reference to the plans, and a copy of the ordnance map showing the general course or direction of the intended railways, will be deposited with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Surrey, at his office, at the Sessions House, Newington-causeway; and a copy of so much of the said plans, section, and book of reference as relates to the parishes of Wandsworth and Putney will be deposited with the Clerk of the Wandsworth District Board of Works, at his office at Battersea Rise; and as relates to the parish of Fulham, with the Clerk of the Fulham Board of Works, at his office in the Broadway, Hammersmith, and as relates to any other parish or extra-parochial place will be deposited, in the case of a parish, with the parish clerk of such parish at his residence, and in the case of an extra-parochial place, with the parish clerk of a parish adjoining thereto, at his residence. Each such deposit will be made on or before the 30th day of November, 1880, and will be accompanied by a copy of this notice.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1880.

Dated 19th November, 1880.

Burchells, 5, Broad Sanctuary, Westminster;

James Bell, Kingston-upon-Thames;

Hart, Hart, and Marten, Dorking;

Solicitors for the Bill,

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1881.

Broseley Railway.

(Incorporation of Company—Construction of Railway—Compulsory Purchase of Lands—Tolls—Running Powers over Railway of, and Facilities and Agreements with, the London and North-Western Railway Company—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill

for the following or some of the following, among other purposes, that is to say:—

1. To incorporate a Company and to confer upon them powers to make and maintain the railway hereinafter described, together with all proper stations, approaches, works and conveniences connected therewith, viz:—

2. A railway, commencing in the parish of Madeley, in the county of Salop by a junction with the Coalport Branch of the London and North Western Railway at a point about 3 chains measured in a south-westerly direction from the bridge which carries the said railway over an occupation road leading to the Coal and Iron Works of the Madeley Wood Company, passing thence over the River Severn, and terminating in the adjoining parish of Broseley, in the same county, in an orchard abutting on Church Street, in the town of Broseley, at about 6½ chains north of that street, the said orchard belonging to Thomas Greville Thursfield, and in the occupation of Adolphus Theodore Lloyd.

3. To purchase, by compulsion or otherwise, lands, houses, minerals and other property, for the purposes of the said intended railway and works, and of the Bill.

4. To authorise the crossing, stopping-up, altering or diverting, whether temporarily or permanently, of all turnpike and other roads, footpaths, railways, tramways, aqueducts, canals, streams and rivers with which it may be necessary to interfere in the construction and use of the said intended railway and works, or for the purposes of the Bill.

5. To levy tolls, rates and charges for and in respect of the use of the said intended railway and works, and to grant exemptions from the payment of tolls, rates and charges; also to alter existing tolls, rates and charges.

6. To deviate from the line of the intended railway and works, as shown upon the plans hereinafter mentioned, to the extent defined upon the said plans or to be prescribed by the Bill, and to deviate vertically from the levels of the said intended railway and works, as shown upon the sections hereinafter mentioned.

7. To empower the Company, and any other company or companies, or persons lawfully using the railway of the Company, to run over, work, and use with their engines and carriages, waggons and trucks, and officers and servants, for the purposes of traffic of every description, so much of the said London and North Western Railway as is situate between the point of junction therewith and the Madeley Market Station on that railway, together with the said station and all sidings, stations, buildings, offices, warehouses, approaches, water supplies, telegraphs, signals, machinery, works and conveniences on, or connected, or used with the said railway and portion of railway, upon such terms and conditions, pecuniary and otherwise, and on payment of such tolls, rates, and charges, as may from time to time be agreed upon between the 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.

8. To require the London and North Western Railway Company to afford all necessary and proper facilities for the reception, accommodation, forwarding, interchange and delivery of traffic passing from or to the railway or works of the Company to or from the railways or works of that Company, and to prescribe and fix the terms and conditions upon and subject to which such facilities shall be afforded.

9. To enable the Company on the one hand, and the London and North Western Railway Company, on the other hand, from time to time to

enter into and carry into effect agreements with respect to the working, use, management, construction and maintenance of the said intended railway and works, or any part thereof; the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance, the interchange, accommodations and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the tolls and revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

10. The Bill will vary or extinguish all existing rights and privileges which would interfere with its objects or any of them.

11. And it is proposed by the Bill, so far as may be necessary, to amend or repeal the powers and provisions, or some of the powers and provisions of the local and personal Acts following, or some of them, that is to say:— 9th and 10th Vic., cap. 204, and all other Acts relating to the London and North Western Railway Company.

12. And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands and houses to be taken 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 and houses, and an Ordnance map showing the general course and direction of the said railway, 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 Salop, at his office at Shrewsbury, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said railway and works will be made, or in which any lands or other property to be taken are situate, and a copy of this notice will be deposited, in the case of each such parish, with the parish clerk of such parish, at his residence.

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

Dated this 12th day of November, 1880.

Baxters and Co., 5 and 6, Victoria-street,
Westminster Abbey, Solicitors for the
Bill.

Board of Trade.—Session 1881.

Provisional Order.

The Brentford Gas Company.

(Increase of Capital; Regulation of Dividends; Boundary of District; New Works; Manufacture and Storage of Gas; Manufacture and Storage of the Residual Products of the Company and other Companies; Supply of Gas in Bulk; Gas Fittings and Apparatus; Additional Lands; Incorporation and Amendment of Acts.)

NOTICE is hereby given, that "The Brentford Gas Company," hereinafter called "the Company," intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order, under "The Gas and Waterworks

Facilities Act, 1870," for all or some of the following powers (that is to say):—

To authorise the Company—

1. To raise additional capital by the creation of new ordinary or preference shares or stock, and by loan, subject to all such additional shares or stock being sold by auction or by tender.
2. To repeal or amend section 12 of the Brentford Gas Act, 1868, relating to dividends, and to regulate all future dividends by the customary sliding scale.
3. To define and regulate part of the northern boundary of the Company's district, as between the Company and The Gaslight and Coke Company, over the land lying between the West London Junction Railway and the Acton Station of the Great Western Railway, in the parish of Acton, in the county of Middlesex.
4. To purchase a piece of land immediately adjoining their existing works at Southall, and to construct thereon all necessary machinery and apparatus connected with, and incidental to, the manufacture and storage of gas, and the manufacture or conversion of products resulting from the manufacture of gas, the said piece of land being bounded on the west partly by the existing works of the Company at Southall, and partly by the towing path of the Paddington branch of the Grand Junction Canal; on the north by an arable field belonging to, or reputed to belong to, the trustees of Dudley Albert Hambrough, and in the occupation of Alfred Priest; on the east partly by the said last-mentioned field, and partly by a field belonging, or reputed to belong, to the Southall Brick Company, and lately occupied by them as a brickfield; and on the south by the Great Western Railway—all in the parish of Norwood, in the county of Middlesex.
5. To supply gas in bulk to any local authority authorised to supply gas or to any other gas company for resale and distribution in any adjoining district beyond the Company's limits.
6. To purchase the residual products of any other gas company, and to manufacture and convert the same on the land aforesaid, or to sell and dispose of the products of the Company to any other company authorized to manufacture its own products and to empower such Company to manufacture the same.
7. To provide, fit up, sell, or let on hire, gas fittings, burners, chandeliers, stoves, engines, and all other apparatus and things necessary for and incidental to any of the purposes to which gas is applicable.
8. To purchase by agreement, or to take on lease, such other lands as may be required to form approach roads, or any other purposes of the undertaking not manufacturing or storing of gas or residual products.
9. To incorporate in the said Order the whole or parts of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, 1845, 1860, and 1863.
10. And notice is hereby further given that on or before the 30th day of November instant, a copy of this notice as published in the London Gazette, and a map or plan of the existing works of the Company at Southall, together with the land proposed to be used for the construction of the works aforesaid will be lodged at the Board of Trade, Whitehall Gardens, and other copies will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office in the Sessions House, Clerkenwell, and with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, and copies of the said plan will also be deposited in the Private Bill Office of the House of Commons.

11. On or before the 23rd day of December next printed copies of the Draft Provisional Order will be deposited at the office of the Board of Trade aforesaid, and on and after that date copies will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, on payment of one shilling for each copy.

12. All persons desirous of making representations to the Board of Trade, or of bringing before such Board any objections respecting this 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 15th day of January next ensuing, and at the same time delivering a copy of such objections at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, Solicitors for the promoters. In forwarding such objections to the Board of Trade, the objectors, or their agents, must state that a copy of the same has been forwarded to Messrs. Baxters aforesaid.

13. When the Provisional Order has been granted by the Board of Trade, such Order will be advertised in the same local papers as this notice, and printed copies thereof will be deposited for public inspection with the Clerks of the Peace for the counties of Middlesex and Surrey, at their respective offices in Clerkenwell Green and Newington Causeway, and copies will be supplied to all persons applying for the same at the offices and on the terms before mentioned.

Dated this 12th day of November, 1880.

Baxters and Co., 5 and 6, Victoria-street,
Westminster.

Board of Trade.—Session 1881.

Northfleet and Greenhithe Gas.

(Amalgamation of the Northfleet and Greenhithe Gas Undertakings; Repeal of the Greenhithe and Northfleet Provisional Orders; Uniform Regulations and Terms over the United District.)

NOTICE is hereby given, that Walter George Head, the owner of the Gasworks at Northfleet, and the Greenhithe Gas Company Limited, intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order, under "The Gas and Waterworks Facilities Act, 1870," for all or some of the following purposes (that is to say):—

To amalgamate their respective undertakings and provide for the continuance of the amalgamated undertaking under the title of "The Northfleet and Greenhithe Gas Company Limited."

To define and regulate the capital of the united Company, the district to be supplied, and the price to be charged therein.

To authorize the united Company to manufacture and store gas on the sites authorised by the Greenhithe Gas Order, 1878, and the Northfleet Gas Order, 1879.

To repeal the two Provisional Orders before referred to, and to provide uniform regulations and terms over the united district.

And notice is hereby further given, that on or before the 30th day of November instant a copy of this notice will be lodged at the offices of the Board of Trade, Whitehall-gardens, London; and that on or before the same day a copy will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone.

That on or before the 23rd day of December next, 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 will be supplied to all persons applying

for the same at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, Agents for the Promoters, on payment of one shilling for each copy.

All persons desirous of making representations to the Board of Trade, or of bringing before such Board any objections respecting this 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 15th day of January next ensuing, and at the same time delivering a copy of such objections at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey. In forwarding such objections to the Board of Trade the objectors, or their agents, must state that a copy of the same has been forwarded to Messrs. Baxters aforesaid.

The Provisional Order, when granted by the Board of Trade, will be published in the same local paper as this notice, and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office at Maidstone aforesaid, and copies will be supplied to all persons applying for them at the offices and on the terms before mentioned.

Dated this 18th day of November, 1880.

Baxters and Co., 5 and 6, Victoria-street,
Westminster Abbey.
Plunkett and Leader, 60, St. Paul's-
churchyard.

In Parliament.—Session 1881.

Richmond Gas.

(Increase and Regulation of Capital; Voting Powers; Qualification of Directors; Half-yearly Dividends; Manufacture and Storage of Gas and Residual Products; Additional Lands; Railway Siding; Testing Place; Repeal and Amendment of Provisions of the Company's Special Act; Incorporation of the Gas Works Clauses Act Amendment Act, 1871; and other Acts.)

NOTICE is hereby given, that the Richmond Gas Company (hereinafter called "the Company") intend to make application to Parliament in the ensuing Session for an Act to confer upon the Company the following, or some of the following, powers (that is to say):—

1. To raise additional capital by the creation of new, ordinary, or preference shares or stock, and by loan.

2. To repeal or amend certain provisions of "The Richmond Gas Act, 1867," relating to the scale of voting, the qualification of directors, the application of premiums on shares, and the declaration of dividends at half-yearly meetings.

3. To manufacture and store gas, and to manufacture or convert the products resulting from the manufacture of gas on a piece of land containing four acres, or thereabouts, and situate in the parish of Mortlake, in the county of Surrey, the said land being bounded on the west by Black Horse-lane, on the north by the road or highway leading from Mortlake to Richmond, known as the Lower Richmond-road, on the east by land and houses belonging to, or reputed to belong to, Thomas Keane FitzGerald, and on the south by land belonging to the Crown, and now occupied as a market garden and nursery ground, all belonging to and in the occupation of the Company.

4. To purchase or take on lease and hold other and additional lands for the general purposes of their undertaking other than the manufacture and storage of gas or the manufacture or conversion of residual products.

5. To construct, by agreement with the London and South Western Railway Company, a railway

siding from the London and South Western Railway into the Company's works, and with the consent of the local authority of the district, to carry the said siding under any public road intervening between the said railway and the Company's works.

6. To provide in the town of Richmond, instead of at the Company's works in Mortlake, as prescribed by the Company's special Act, 1867, a testing place with a testing meter, and other apparatus necessary and sufficient for testing the illuminating power and purity of the gas supplied by the Company.

7. The Bill will incorporate with itself the whole or such of the provisions as may be necessary of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act Amendment Act, 1871," and, so far as may be necessary, will repeal such of the provisions of "The Company's Special Act, 1867," as are inconsistent with the provisions of the last-named Act.

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

Dated this 8th day of November, 1880.

Baxters and Co., 5 and 6, Victoria-street,
Westminster;
Smith and Burrell, Richmond, Surrey;
Solicitors for the Bill.

Board of Trade.—Session 1881.

The Poole Waterworks Company.

(Increase of Capital.)

NOTICE is hereby given that the Poole Waterworks Company intend to apply to the Board of Trade in the ensuing session of Parliament, for a Provisional Order under the Gas and Waterworks Facilities Act, 1870, to authorise the Company to raise further capital by the creation of new, ordinary, or preference shares or stock and by loan.

On or before the 30th instant a copy of this Notice will be deposited with the Board of Trade at their office in Whitehall Gardens, London, and on or before the same day a copy will be deposited with the Clerk of the Peace for the county of Dorset, at his office in Sherborne, in the said county, and with the Clerk of the Peace for the town and county of Poole, at his office in Poole.

And on or before the 23rd December next, 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 will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, Agents for the Promoters, and at the offices of the Company at Poole, on payment of one shilling for each copy.

All persons desirous of making representations to the Board of Trade, or bringing before such Board any objections respecting this application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, at the office in Whitehall Gardens aforesaid, on or before the 15th day of January next ensuing; a copy of such objections being at the same time sent to Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, Agents for the Promoters; and the objections sent to the Board must state that a copy has been so sent.

The Provisional Order when granted by the Board of Trade will be published in the same local paper as this Notice, and printed copies

thereof will be deposited for public inspection with the Clerk of the Peace for the county of Dorset, and with the Clerk of the Peace for the town and county of Poole at their respective offices aforesaid, and copies will be delivered to all persons applying for the same at the places and on the terms before mentioned.

Dated this 15th day of November, 1880.

*Baxters and Co., 5 and 6, Victoria-street,
Westminster Abbey.*

Board of Trade.—Session 1881.

The City of Ely Gas Company Limited.

(The Maintenance of existing Gas Works; Manufacture and Storage of Gas and Residual Products; Supply of Gas; Fittings, and Apparatus; Limits of Supply; Levying of Rates and Charges; Opening of Streets; Regulation of Capital and Dividends; Additional Lands; Incorporation of Acts.)

NOTICE is hereby given that the City of Ely Gas Company Limited, intend to apply to the Board of Trade in the ensuing session of Parliament for a Provisional Order, under the "Gas and Water-works Facilities Act, 1870," for all or some of the following powers, that is to say:—

1. To authorise the Company to maintain and continue, and from time to time to enlarge, alter, and repair the gas works and apparatus connected therewith, situate upon the land hereinafter described, and to manufacture and store gas, and to manufacture or convert the products resulting from the manufacture of gas, upon the said land.

The said land being the property of the Company, and situate wholly in the parish of Holy Trinity, in the city of Ely, in the Isle of Ely, in the county of Cambridge, and consisting of two separate pieces, intersected by and lying on the north and south sides of a public highway or street, known as Little Back Lane.

The piece on the north being bounded on the south by Little Back Lane aforesaid, on the west partly by a public highway or street called Potters Lane, and partly by a public-house and yard belonging to, or reputed to belong to, Henry Hall; on the north by the road leading to the Ely Station of the Great Eastern Railway; and on the east by houses and yards belonging to, or reputed to belong to, Thomas Appleyard.

The piece on the south being bounded on the north by Little Back Lane aforesaid, on the east by the waterworks of the Ely Local Board of Health, on the South by an orchard belonging to, or reputed to belong to, James Button; and on the west by Potters Lane aforesaid.

2. To authorise the Company to supply gas, subject to the provisions of the "Gas Works Clauses Act, 1847," and the "Gas Works Clauses Act Amendment Act, 1871," to all or any parts of the respective parishes of Holy Trinity and hamlet of Stuntney, Saint Mary, and hamlet of Chettisham, and parish of the College, Ely, and to provide and fix, sell, or let on hire, gas fittings, meters, stoves, engines, or other apparatus and things necessary for and incidental to any of the purposes to which gas is applicable, and to levy rents, rates, and charges for the same.

3. To exercise all such powers, rights, and privileges, as are necessary for and incidental to the operations of a gas company, that is to say:—To open and break up the soil and pavement of the several streets, roads, highways, lanes, passages, bridges, and other places within the parishes, districts, and places aforesaid; 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 Company to lay down, maintain, alter, remove, and repair, any mains, valves, syphons, service pipes, and other works therein, for the purpose of such supply.

4. To define and regulate the existing capital of the Company, and to raise additional capital by the creation of new, ordinary, or preference shares or stock and by loan, subject to all such additional shares or stock being sold by auction or by tender.

5. To purchase or take on lease and hold certain other lands for the general purposes of their undertaking exclusive of manufacturing and storing.

6. And notice is hereby further given, that on or before the 30th day of November instant, a copy of this Notice and a map showing the land on which the said works are situate, will be lodged at the offices of the Board of Trade, Whitehall Gardens, London, and that a copy of the Notice and map will, on or before the same day, be deposited for public inspection with the Clerk of the Peace for the Isle of Ely, at his office at Wisbech, and with the Clerk of the Peace for the County of Cambridge, at his office in Royston, and in the Private Bill Office of the House of Commons.

7. That on or before the 23rd day of December next, 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 will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, Agents for the Promoters, or at the offices of the Company at Ely on payment of one shilling for each copy.

8. All persons desirous of making representations to the Board of Trade, or bringing before such Board any objections respecting this 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 15th day of January next ensuing. A copy of such objections must at the same time be sent to Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, the Agents for the Promoters, and the objections sent to the Board must state that a copy has been so sent.

9. The Provisional Order when granted by the Board of Trade will be published in the same local paper as the original notice, and printed copies thereof will be deposited for public inspection with the Clerks of the Peace for the Isle of Ely, and county of Cambridge, at their respective offices aforesaid, and copies will be supplied to all persons applying for them at the offices, and on the terms before mentioned.

Dated this 11th day of November, 1880.

*Baxters and Co., 5 and 6, Victoria-street,
Westminster.*

In Parliament.—Session 1881.

Wombwell and Darfield Narrow Guage Tramways.

(Incorporation of Company; Construction of Tramway; Steam Power; Tolls; 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 the following or some of the following among other purposes, that is to say:—

1. To incorporate a Company and to confer upon them all necessary powers for making and maintaining the narrow guage tramway in the line or course hereinafter described, together with all roadways, footpaths, culverts, rails, plates, sleepers, works and

conveniences connected therewith, that is to say, commencing in the township of Wombwell, parish of Darfield, in a field near St. Mary's church belonging to Sir Theodore Henry Brinckman, Baronet, at about 1 chain south of the Back-lane at Wombwell, and three yards east of the Hough-lane, passing thence through or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say, Darfield, Wombwell and Billingley, all in the West Riding of the county of York, and terminating in the township and parish of Darfield, on the west side of the Cathill-road, near the Darfield Station, at 11 chains or thereabouts north of the bridge which carries the Midland Railway over that road.

To deviate from the line of the intended tramway and works as shown upon the plans hereinafter mentioned, to the extent defined upon the said plans or to be prescribed by the Bill, and to deviate vertically from the levels of the said intended tramway and works as shown upon the sections hereinafter mentioned.

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 levy tolls, rates and charges for and in respect of the use of the said intended tramway and works, and to grant exemptions from the payment of tolls, rates and charges, also to alter existing tolls, rates and charges.

To authorise the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all turnpike, and other roads, footpaths, railways, tramways, aqueducts, canals, streams and rivers with which it may be necessary to interfere in the construction and use of the said intended tramway and works, or for the purposes of the Bill.

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 and 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 use upon the said tramways steam locomotives or mechanical powers, and 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 Locomotives Act, 1861," "The Locomotives 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 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, 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 the parish of Darfield at his residence.

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

Dated this 20th day of November, 1880.

Baxters and Co., 5 and 6, Victoria-street,
Westminster.

John Tyas, Solicitor, Barnsley.

In Parliament.—Session 1881.

South Metropolitan Gas.

(Increase of Capital; New Works; Compulsory Purchase of Lands; Extinguishing Rights of Way; Stopping up Ordnance Road; Diversion of Marsh Lane; Additional Lands; Supply of Gas in bulk; Residual Products; Amalgamation with other Gas Companies; Incorporation and Amendment of Acts, &c.)

NOTICE is hereby given, that the South Metropolitan Gas Company intend to apply to Parliament in the ensuing session, for an Act to confer upon the Company the following, or some of the following, powers:—

To authorise the Company—

1. To raise additional capital by the creation of new ordinary or preference shares or stock, and by loan, subject to such shares or stock being sold by auction or tender.

2. To construct additional works, with all necessary buildings, machinery, and apparatus for the manufacture and storage of gas and the manufacture or conversion of the products resulting from the manufacture of gas on certain lands known as Greenwich Marshes at or near a place called Blackwall Point, or Lea Ness, on the Surrey side of the river Thames, in the parish of Greenwich, county of Kent.

The said lands being contained in two separate pieces, situate on the west and east sides of Marsh-lane, and included within the following boundaries (that is to say),

As to the piece on the west, commencing on the river bank on the north-west side of the causeway or landing place at River-terrace, thence following the river bank in a north-westerly direction round Blackwall Point to the premises of the Biphosphate Guano Company, Limited, and thence leaving the river bank following the boundary of the said premises to the private road leading into Blackwall-lane, thence on the eastern side of the said private road and the eastern and northern sides of Blackwall-lane until it joins Marsh-lane, thence turning north on the west side of Marsh-lane, until that lane turns due west, thence continuing north across Marsh-lane and a market garden in a straight line to and thence along the north-west side of the

road in front of River-terrace until it reaches the causeway or landing place aforesaid.

As to the piece on the east side, commencing on the river bank on the south-east side of the causeway or landing place at River-terrace aforesaid, on a line with and along the south-east side of the road in front of River-terrace to the Pilot Inn, thence south in a straight line as near as may be through a market garden to Marsh-lane at the point where that lane turns due west as before mentioned, thence along the east side of the said Marsh-lane for a distance of 317 yards or thereabouts, thence turning east and along the north side of a ditch running in a straight line as near as may be through some market gardens to Horn-lane, and thence along the north side of Horn-lane for a distance of 300 yards or thereabouts, thence turning north and along the west side of a ditch running direct from Horn-lane to the river bank, thence north-west along the river bank to and terminating at or near to the causeway or landing place aforesaid.

3. To purchase compulsorily or by agreement all or any of the lands, houses, buildings, and other property in or upon the said lands, and included within the said boundaries, and to stop up, alter, or divert any public roads, footpaths, byeways, occupation roads, sewers, drains, water courses, and sluices intersecting the said lands, and to vary or extinguish all rights and privileges affecting the said lands which would in any way interfere with the objects of the Bill, and to confer other rights and privileges.

4. To stop up the public right of way, if any, along the river wall or river bank, also the footway across the fields from East-place in Black-wall-lane to River-terrace, and to remove the said wall and footway and appropriate the sites thereof, also to stop up and appropriate the site of Ordnance-road, and to divert part of Marsh-lane for a length of 125 yards or thereabouts where it terminates and unites with River-terrace.

5. To stop up, divert, straighten, or cover over the public drain now running through the said lands, with the sluice at the river bank, as may be agreed upon with the District Board of Works.

6. To construct, with the consent of the Conservators of the river Thames, an embankment or river wall along the entire front of the said two pieces of land, and to dredge and deepen the bed and foreshore of the river in front thereof, to prevent the accumulation of mud and soil thereon.

7. To purchase by agreement or to take on lease, such other lands as may be required for approach roads or other purposes of the undertaking, not manufacturing or storing of gas or residual products.

8. To supply gas in bulk to any local authority or person authorised to supply gas, or to any other gas company for resale and distribution in any adjoining district beyond the Company's limit.

9. To purchase the residual products of any other gas company, and to manufacture and convert the same on the land aforesaid, or to sell and dispose of the products of the Company to any other company authorised to manufacture its own products, and to empower such Company to manufacture the same.

10. To extend the provisions of the 64th section of the South Metropolitan Gas Light and Coke Company's Act, 1876, respecting amalgamation to any gas company whose district may be wholly or partially within the Metropolis, as defined by the Metropolis Local Management

Act, 1855, and on the south side of the river Thames.

11. To incorporate in the said Bill the whole or part of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, 1845, 1860, and 1863, the Harbour, Docks and Piers Clauses Act, 1847, and to amend the South Metropolitan Company's special Act, the 5th Vict., cap. 79, and any other Acts or Schemes relating to the Company.

12. Notice is hereby also given that, on or before the 30th day of November next, plans of the lands and houses intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Kent, at his office in Maidstone, with the Clerk of the Peace for the county of Surrey, at his office at the Sessions House, Newington Causeway, and with the Clerk to the Greenwich District Board of Works, at his office, 141, Greenwich-road.

13. 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 20th day of November, 1880.

Baxters and Co., 5 and 6, Victoria-street, Westminster.

Pattison, Wigg, Gurney and King, 11, Queen Victoria-street.

In Parliament.—Session 1881.

Metropolitan District Railway.

(Extension of Railway from Ealing to Uxbridge; Junction with Hammersmith and City Railway at Hammersmith; Junction at West Brompton; Alteration of Roads at Acton and at Hayes; Ventilation of Railway; Additional Lands; Powers to Agree with the Metropolitan and the Great Western Railway Companies; Additional Capital; Separation of Capital for Uxbridge Extension and for Junctions; Conversion of Capital; Amendment of Acts.)

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

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

Uxbridge Extension.

A railway wholly in the county of Middlesex, commencing in the parish of Ealing by a junction with the railway of the Company at the west end of the Ealing Broadway Station; passing thence through the parishes and places of Ealing, Hanwell, Greenford, Norwood, Hayes, Yeading, Cowley, and Hillingdon, and terminating in the said parish of Hillingdon, in the district of St. Andrew, town of Uxbridge, in a field belonging to Charles Roberts and in the occupation of Andrew Batten, and lying between the residence of the Misses Bailey and the broker's shop occupied by Mary Sherwin, widow.

West Brompton Junction.

A railway situate wholly in the parish of Saint Mary Abbot, Kensington, in the county of Middlesex, commencing by a junction with the railway of the Company at the eastern end of the tunnel under the West London

Extension Railway, through which the Metropolitan District Railway passes on its way from Earl's-court to Addison-road and Hammersmith, and terminating by a junction with the West Brompton Branch Railway of the Metropolitan District Railway at about 8 yards north-west of the bridge which carries the Richmond-road over the railway at the West Brompton Station.

Hammersmith Junction.

A railway situate wholly in the parish of Saint Peter and Saint Paul, Hammersmith, in the county of Middlesex, commencing by a junction with the extension railway of the Company at the north end of the Company's station at the Broadway, Hammersmith, and terminating by a junction with the Hammersmith and City Railway on the east side thereof at about 25 chains from the commencement of the rails at the Hammersmith Station of that railway, and for the purposes of the said junction to alter the position of the rails of the said Hammersmith and City Railway between the northern end of the platform of the Hammersmith Station of that railway and the point of junction therewith before referred to. And the Bill will enable the Metropolitan Railway Company and the Great Western Railway Company, or either of them, to agree with the Company with respect to the construction, management, and use of the said Hammersmith Junction and the costs thereof, including the purchase of lands for the purposes of the same, and will enable the two Companies, or either of them, to apply their funds to such purposes.

2. To enable the Company to purchase and take by compulsion or agreement, lands, houses, and other property required for the purposes of the said intended railways and works, including a right of easement through three acres or thereabouts of the Common or commonable land known by the name of Haven Green, in the parish of Ealing aforesaid; to levy tolls, rates, and charges, for the use of the intended railways and works, and to alter existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges; to vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

3. To authorize and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended railways and works, and which houses and buildings may not be required to be taken for the purposes thereof.

4. To vest in the Company, for the purposes of the Bill, the usual powers granted to railway companies for the construction and maintenance of railways, and especially the powers granted by the 16th section of "The Railways Clauses Consolidation Act, 1845," and to enable the Company to deviate from the lines of railway and works hereinbefore mentioned to any extent within the limits of deviation to be shown on the plans to be deposited, as hereinafter mentioned or defined by the Bill, and to deviate from the levels shown upon the sections to be deposited, as hereinafter mentioned, to any extent which may be defined by the Bill.

5. To stop up a public road in the parish of Hayes, leading from and out of the Uxbridge-road at the Angel Inn, and thence southerly to Woodend Green, and to extinguish all rights of way over the same, and to appropriate to the

purposes of the Company so much of the site and soil of the same road as may be necessary for the construction and maintenance of the proposed Uxbridge Extension Railway.

6. To provide that notwithstanding anything contained in "The Metropolitan District Railway Act, 1878," or the plans and sections deposited with relation thereto, the railway to connect the North and South Western Junction Railway with the Ealing branch of the Metropolitan District Railway, in the parish of Acton, authorized by that Act, shall be carried by a bridge over Palmerston-road, so as to admit of the use of the said road by foot passengers.

7. To enable the Company from time to time to make such openings or ventilating shafts from their railway into any public road or open space, and at such spots as shall be agreed upon between them and the local authority having control of such road, or control over or property in such open space, or in default of such agreement as shall be prescribed by arbitration. And to erect at the said spots and on the surface of the ground, such balustrades or other works for the purposes of the said openings or shafts, or connected therewith, as shall be so agreed on or prescribed, and to authorize the Company for the purposes of the said openings or shafts, to interfere with all sewers, drains, gas and water-mains and pipes, telegraph wires, and other works which may impede the construction and use of the said openings or shafts, and especially to enable the Company, for the purposes of such ventilation, to acquire, compulsorily or by agreement,

Certain lands situate in the parish of St. George, Hanover-square, in Middlesex, in Eccleston-street East, near to the back entrance of St. George's Public Baths;

Also certain other lands in the parish of St. Margaret, Westminster, near to the south-east corner of the premises of the Stag Brewery, belonging to Messrs. Elliott, Watney, and Co.;

Also certain other lands in the parish of St. Bride and the precinct of Bridewell, in the city of London, at or near the south-east corner of the property lately belonging to the City of London Gas Light and Coke Company.

8. To enable the Company to purchase or acquire compulsorily certain lands in the parish of St. Martin-in-the-Fields, in Middlesex (that is to say): Lands bounded on the west by Northumberland-avenue, on the north by the road leading from Northumberland-avenue to Villiers-street, on the south by the Victoria Embankment, and on the east by the footway which crosses the Company's Charing Cross Station leading from Villiers-street to the Embankment aforesaid; and the Bill will confer powers on the Company to use, for the purposes of their Railway and works, the soil under the South-Eastern Railway bridge within the boundaries hereinbefore described, and will vary and repeal the provisions of "The Thames Embankment Act, 1862," and especially the 56th section of the said Act, and also the provisions of "The Thames Embankment (North and South) Act, 1868," and especially the 27th section of that Act, and also the provisions of any other Acts whether relating to the Company or to the South-Eastern Railway Company, or otherwise, which may interfere with the acquisition of the said lands, and the adaptation and use thereof, for the purposes of the Company.

9. In the term "lands" in this notice are included houses, buildings, and other hereditaments.

10. To enable the Company to purchase so much of any house or other building or manu-

factory or property as they may require for the purposes of the said Bill, without being subjected to the liability imposed by the 92nd section of "The Lands Clauses Consolidation Act, 1845."

11. To authorize the Company to apply any moneys which they at present possess, or which they have still the power to raise, to the purposes of the Bill, and to raise additional capital for such purposes, and for the general purposes of the Company, by shares or by stock, and by borrowing, and to attach to all or any of such shares or stock any guaranteed or preferential dividend, and any other rights or privileges, and to make other provisions with respect to the capital of the Company.

12. To provide that the capital necessary for the construction of the said Uxbridge Extension, and the West Brompton Junction and the Hammersmith Junction respectively, or any part thereof, may be distinct from the general capital of the Company, and to constitute the said Extension and Junctions, or any portions thereof, separate undertakings as to outlay, profits and revenue, and also to authorize the Company to agree with the proprietors of the said separate capitals as to the payments to be made to them, as the proportion of revenue or rent, or dividend in lieu thereof, to be attributed to such separate undertakings out of the receipts arising from the traffic common to the general undertaking of the Company, and to the said separate undertakings, and to provide also for the ultimate merging (if so agreed upon) of the said separate capitals in the general capital of the Company.

13. To regulate the capital of the Company, and especially to enable the Company to convert any portions or classes of their capital stock bearing a prescribed rate of dividend or interest into a stock of a different denomination, and bearing a different and lower rate of dividend or interest, and to enable the Company to create, for the purpose of such conversion, additional capital, but so that the annual payments of dividends or interest charged on or payable out of the revenues of the Company shall not exceed the amount now charged thereon or payable thereout.

14. The Bill will incorporate with itself the whole, or such of the provisions as may be necessary, of "The Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and the Bill will, so far as may be necessary, amend, extend, or enlarge some of the provisions of "The Metropolitan District Railways Act, 1864," 27 and 28 Vic., cap. 222, and all other Acts relating to or affecting the Metropolitan District Railway Company; the Act 5 and 6 Will. IV, cap. 107; and any other Act or Acts relating to the Great Western Railway Company; the Act 16 and 17 Vict., cap. 186; and any other Act or Acts relating to the Metropolitan Railway Company; and the Act 24 and 25 Vict., cap. 164; and any other Act or Acts relating to the Hammersmith and City Railway Company.

15. Duplicate plans and sections describing the lines, situation and levels of the said intended railways and works, and of the lands, houses, and other property in or through which they will be made, and also duplicate plans showing the lands and property intended to be compulsorily taken for other purposes under the powers of the Bill, together with a book of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and an ordnance map showing the general course and direction of the said railways, and also a copy of this notice as published in the

London Gazette will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended railways and works will be made, or in which any lands or other property intended to be taken are situate; and a copy of this notice will be deposited, in the case of each such parish, with the parish clerk of such parish, at his residence, except in the case of any place within the Metropolis as defined by "The Metropolis Local Management Act, 1855," when they will be deposited as follows (that is to say): For the parish of Saint Peter and Saint Paul, Hammersmith, with the Clerk of the Fulham District Board of Works, at his office, at the Broadway, Hammersmith; for the parish of Saint Mary Abbot, Kensington, with the Vestry Clerk of the said parish, at his office, High-street, Kensington; for the parish of Saint George, Hanover Square, with the Vestry Clerk, at his office, 1 Pimlico-road; for the parish of Saint Margaret, Westminster, with the Clerk to the Westminster District Board of Works, at his office in Great Smith-street, Westminster; for the parish of Saint Martin-in-the-Fields, with the Vestry Clerk, at his office in Saint Martin's-place.

16. 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 20th day of November, 1880.

Baxters and Co., 5, Victoria-street, Westminster, S.W., Solicitors for the Bill.

Board of Trade.—Session 1881.

Waltham Abbey and Cheshunt Gas.

(Increase of Capital—New Works—Manufacture and Storage of Gas and Residual Products—Additional Lands—Gas in Bulk—Gas Fittings, Asphaltum, &c.—Incorporation of Gas Works Clauses Act Amendment Act, 1871, and other Acts—Amendment of Special Act.)

NOTICE is hereby given that the Waltham Abbey and Cheshunt Gas and Coke Company (hereinafter called the Company) intend to make application to the Board of Trade in the ensuing Session of Parliament for a Provisional Order, under the Gas and Water Works Facilities Act, 1870, to confer upon the Company the following or some of the following powers, that is to say:—

To authorise the Company—

1. To raise additional capital by the creation of new, ordinary, or preference shares or stock, and by loan. Subject to all such additional shares or stock being sold by auction or by tender.

2. To construct works for, and to manufacture and store gas, and manufacture or convert the products resulting from the manufacture of gas on all or any part of the land hereinafter described. The said land containing one and a-half acres or thereabouts, and being wholly situate in the parish of Cheshunt, in the county of Hertford, bounded on the west by small building plots, belonging or reputed to belong to Samuel Litchfield and others; on the north by building land belonging or reputed to belong to J. E. Ford; on the east partly by a footway leading to Mr. W. Paul's nursery ground, intervening between the Company's property and the Great Eastern Railway, and partly by the Great Eastern Railway; and on the south partly by the yard of the Waltham Station of the Great Eastern Railway, and partly by grass land belonging to or reputed to belong to John Douglas, the said piece of land

including the Company's existing works and being all the property of the Company, and enclosed within their boundary fence.

3. To purchase by agreement or take on lease other and additional land for the general purposes of their Undertaking exclusive of manufacturing and storing either gas or residual products.

4. To supply gas in bulk to local authorities authorized to supply gas, gas companies, or persons, for resale and distribution in districts beyond the Company's limits.

5. To provide, fit up, sell, or let on hire, gas fittings, burners, chandeliers, meters, engines, stoves, and all other apparatus and things necessary for and incidental to any of the purposes to which gas is applicable.

6. To manufacture and pave or lay down with asphaltum any streets, roads, public highways or private places.

7. To incorporate in the said Order the whole or parts of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Acts, 1845, 1860, and 1869, the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act Amendment Act, 1871, and to repeal or amend the schedule to the Company's special Act, 1869, and such other provisions of that Act as are inconsistent with the provisions of the Act of 1871.

8. And notice is hereby further given that on or before the 30th day of November instant, a copy of this Notice, with a map showing the existing works of the Company and the lands proposed to be used for the manufacture and storage of gas, and for the manufacture or conversion of residual products as aforesaid, will be deposited at the office of the Board of Trade, Whitehall Gardens, London, and that other copies 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 Clerk of the Peace for the County of Hertford, at his office at St. Albans, and in the Private Bill Office of the House of Commons.

9. That on or before the 23rd day of December next, 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 will be supplied to all persons applying for the same at the offices of Messrs. Jessopp and Gough, Waltham Abbey, and of Messrs. Baxters and Co., 5 and 6, Victoria Street, Westminster Abbey, on payment of one shilling for each copy.

10. All persons desirous of making representations to the Board of Trade or bringing before the Board any objections respecting this 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 15th day of January next ensuing, and at the same time delivering a copy of such objections at the office of Messrs. Baxters and Co., 5 and 6, Victoria Street, Westminster Abbey. In forwarding such objections to the Board of Trade, the objectors or their agents must state that a copy of the same has been forwarded to Messrs. Baxters aforesaid.

11. The Provisional Order when granted by the Board of Trade, will be published in the same local newspapers as this Notice, and printed copies thereof will be deposited for public inspection with the Clerks of the Peace for the Counties of Essex and Hertford at their respective offices at Chelmsford and St. Albans as aforesaid, and copies will be supplied to all persons applying for them at the offices and on the terms before mentioned.

Dated this 12th day of November, 1880.

Jessopp and Gough, Waltham Abbey.

Baxters and Co., 5 and 6, Victoria-street,
Westminster Abbey, S.W.

No. 24906.

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Board of Trade.—Session 1881.

Woking and Horsell Gas Light and Coke
Company Limited.

(Construction of Gas Works; Manufacture and Storage of Gas and Residual Products; Supply of Gas, Apparatus, and Fittings; Levying of Rates and Charges; Opening of Streets; Regulation of Capital; Additional Lands; Incorporation of Acts.)

NOTICE is hereby given, that the Woking and Horsell Gas Light and Coke Company Limited (hereinafter called "the Company") intend to apply to the Board of Trade in the ensuing Session of Parliament for a Provisional Order, under "The Gas and Waterworks Facilities Act, 1870," for the following, or some of the following powers (that is to say):—

1. To authorize the Company to construct, maintain, and continue, and from time to time enlarge, alter, and repair gas and other works and apparatus connected therewith, for manufacturing and storing gas, and for manufacturing or converting the products resulting from the manufacture of gas, upon a piece of land in the parish of Woking, in the county of Surrey, and which said piece of land contains one acre, or thereabouts, formerly part of Woking Common, and is bounded on the west by land belonging to Theodore Masters and Edward Masters, both of the said parish of Woking, Artists, and Taylor, of Kingston, in the said county of Surrey, on the north by waste or common land known as Woking Common, on the east by land belonging to Thomas Millard, of the said parish of Woking, Builder, and on the south by a public road known as School Board-road.

2. To authorize the Company to supply gas, subject to the provisions of "The Gas Works Clauses Act, 1847," and "The Gas Works Clauses Act Amendment Act, 1871," to all or any parts of the respective parishes of Woking and Horsell, in the county of Surrey, and to provide, fix, sell, or let on hire, gas fittings, stoves, engines, or other apparatus incident to the supply of gas, and to levy rents, rates, and charges for the same.

3. To exercise all such powers, rights, and privileges as are necessary for and incidental to the operations of a gas company (that is to say):—

To open and break up the soil and pavement of the several streets, roads, highways, lanes, passages, bridges, and other places within the parishes, districts, and places aforesaid, and to remove, divert, or alter, either temporarily or permanently, any sewers, drains, pipes, or other works under the said streets and places, as far as may be necessary to enable the Company to lay down, maintain, alter, remove, and repair any mains, valves, syphons, service pipes, and other works therein, for the purpose of such supply.

4. To raise capital by the creation of new, ordinary, or preference shares or stock, and by loan.

5. To purchase or take on lease and hold certain other lands for the general purposes of their undertaking, exclusive of manufacturing and storing.

6. And notice is hereby given, that on or before the 30th day of November instant, a copy of this notice, with a map showing the lands proposed to be used for the manufacture and storage of gas, and for the manufacture or conversion of residual products as aforesaid, will be deposited at the Board of Trade, Whitehall-gardens, London, and that other copies will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his office at the Session House, Newington-causeway, and in the Private Bill Office of the House of Commons.

7. That on or before the 23rd day of December

next, 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 day copies will be supplied to all persons applying for the same at the offices of Messrs. Baxters and Co., 5 and 6, Victoria-street, Westminster Abbey, on payment of one shilling for each copy.

8. All persons desirous of making representations to the Board of Trade, or bringing before the Board any objections respecting this 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 15th day of January next ensuing, and at the same time delivering a copy of such objections at the office of Messrs. Baxters and Co. aforesaid. In forwarding such objections to the Board of Trade, the objectors or their agents must state that a copy of the same has been forwarded to Messrs. Baxters and Co.

9. The Provisional Order, when granted by the Board of Trade, will be published in the same local paper as this notice; and printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of Surrey, at his offices aforesaid, and copies will be supplied to all persons applying for them at the offices, and on the terms before mentioned.

Dated this 15th day of November, 1880.

*Baxters and Co., 5 and 6, Victoria-street,
Westminster.*

*Harold F. Smith, 13, Mansion House-
chambers, City.*

Board of Trade.—Session 1881.

Folkestone Pier.

(Application for Provisional Order for Powers to erect a Pier at Folkestone, 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 Marine 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 on 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, sea-walls, terraces, approaches, toll houses, toll-gates, buildings, and other conveniences connected therewith, for the embarking and landing of passengers, and for other purposes, in the parish and liberty of the town of Folkestone, and limb of the Cinque Port Liberty of Dover, in the county of Kent, and on the foreshore and bed of the sea adjoining that parish, commencing at a point on the foreshore 60 yards from the flagstaff in the Pavilion Hotel Gardens, measured in a southerly direction, and 140 yards distant from the south-west corner of the Harbour Station, measured in a westerly direction, and extending thence seaward in a southerly direction, for a distance of 800 feet or thereabouts, where it terminates.

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 exemption from the payment of such tolls, rates, or duties, or to confer, vary, or extinguish other rights and privileges.

To incorporate with the Provisional Order the whole or part of "The Harbour, Docks and Piers Act, 1847," "The Lands Clauses Con-

solidation Acts, 1845, 1860, and 1869," and to take any other powers and 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 authorize 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 30th day of November instant, plans and sections of the proposed pier and works and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the County of Kent, at his Office, at Maidstone, at the Custom House, Folkestone, 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 Offices of the undersigned.

Dated this 15th day of November, 1880.

*Fowler and Co., 8, Victoria-street, West-
minster, Solicitors to the Company.*

Board of Trade.—Session 1881

Weymouth 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 Marine 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 on 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, sea-walls, terraces, approaches, toll houses, toll-gates, 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 sea-wall opposite the centre of the Burdon Hotel, and distant from it about 35 yards or thereabouts in an easterly direction, and extending thence seaward in an easterly direction for a distance of 1,200 feet or thereabouts, where it terminates.

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 exemption from the payment of such tolls, rates or duties, or to confer, vary, or extinguish other rights and privileges.

To incorporate with the Provisional Order the whole or part of "The Harbour, Docks and Piers Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and to take any other powers and 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 authorize 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 30th day of November instant, plans and sections of the proposed pier and works, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of 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 Offices of the undersigned.

Dated this 15th day of November, 1880.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors to the Company.

Board of Trade—Session 1881.

Dover Pier.

(Application for Provisional Order, for powers to erect a Pier at Dover, 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 Marine 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 on 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, sea-walls, terraces, approaches, toll-houses, toll-gates, buildings, and other conveniences connected therewith for the embarking and landing of passengers, and for other purposes, in the parish of St. James the Apostle, in the Cinque Port Liberty of Dover, in the county of Kent; and on the foreshore and bed of the sea adjoining that parish, commencing at a point on the south side of the Marine Parade, opposite Guildford Lawn, and 88 yards or thereabouts, distant from the Wellington Baths, measured in a north-easterly direction, and extending thence seaward in a south-easterly direction for a distance of 800 feet or thereabouts, where it terminates.

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 exemption from the payment of such tolls, rates, or duties, or to confer, vary, or extinguish other rights and privileges.

To incorporate with the Provisional Order the whole or part of "The Harbour, Docks, and Piers Clauses Act, 1847," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and to take any other powers and 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 authorize 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 30th day of November instant, plans and sections of the proposed pier and works and a copy of this notice as published in the London

Gazette, will be deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, at the Custom House, Dover, 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 offices of the Company,

or at the offices of the undersigned.

Dated this 15th day of November, 1880.

Fowler and Co., 3, Victoria-street, Westminster, Solicitors to the Company.

In Parliament.—Session 1881.

Great Western, Amersham and Aylesbury Railway.

(Incorporation of Company; Construction of Railways from the Uxbridge Branch of the Great Western Railway to Amersham and Aylesbury; Compulsory Purchase of Lands; Tolls; Running Powers over parts of Great Western and Aylesbury and Buckingham Railways; Working and other Agreements with Great Western, London and North Western and Aylesbury and Buckingham 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, 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 in the parish of Hillingdon, in the county of Middlesex, by a junction with the Uxbridge Branch of the Great Western Railway at a point about 6 chains southward from the post on the said Branch Railway denoting the distance of 15½ miles from London, and terminating in the parish of Amersham, in the county of Bucks, on the eastern side of the road leading from Amersham, past the Rectory House and the Parsonage Wood, at a point about 9 chains northward from the northernmost point of St. Mary's Church, Amersham, 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, Hillingdon and Cowley, in the county of Middlesex, and Denham, Iver, Chalfont St. Peter, Chalfont St. Giles, and Amersham, in the county of Bucks.

2. A Railway (No. 2), commencing by a junction with the intended Railway No. 1 at its termination as above described, and terminating in the parish of Aylesbury by a junction with the north-easternmost lines of rails in the station yard at Aylesbury, belonging to the Great Western Railway Company and the Aylesbury and Buckingham Railway Company, or one of them, at a point about 3 chains south-eastward from the centre of the booking office at the said station, 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, Amersham, Little Missenden, Great Missenden, Wend-

over, Stoke, Mandeville, Walton and Aylesbury, all in the county of Bucks.

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, 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.

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 easements or rights in, over or affecting lands, tenements and hereditaments, 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 railways and works, and upon or in respect of the railways, stations and works hereinafter mentioned belonging to other Railway Companies, and to alter the tolls, rates and duties which are now authorised to be taken on or in respect of that railway, stations and works, 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 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 Uxbridge Branch of the Great Western Railway, or any part or parts thereof, and all or any line or lines of rails belonging to the Great Western Railway Company and the Aylesbury and Buckingham Railway Company, or either of them, between the termination of the said intended Railway No. 2 and the station at Aylesbury aforesaid, together with that station and all other stations, 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 railways, or portions of railways and stations.

7. To empower the Company on the one hand, and the Great Western Railway Company, the London and North Western Railway Company and the Aylesbury and Buckingham Railway Company, or any 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 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 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.

8. 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.

9. And it is intended so far as may 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:—5 and 6 Wm. IV, cap. 107, and all or any other Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 204, and all or any other Acts relating to the London and North Western Railway Company; and 23 and 24 Vic., cap. 192, 27 and 28 Vic., cap. 217, 28 and 29 Vic., cap. 93, and all or any other Acts relating to the Aylesbury and Buckingham Railway Company.

10. And notice is hereby also given that on or before the 30th day of November instant, plans and sections of the railways and works proposed to be authorised by the Bill, showing the lines, 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 Bucks, at his office at Aylesbury in that county, and with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, 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 situated, 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.

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

Dated this 11th day of November, 1880.

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

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

Board of Trade.—Session 1881.

Manchester Corporation Tramways.

(Power to the Corporation of Manchester to Construct Tramways.)

NOTICE is hereby given that the mayor, aldermen, and citizens of the city of Manchester, in the county of Lancaster (hereinafter called "the Corporation") 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):—

To authorise the Corporation to make, form, lay down, and maintain, with all proper rails, plates, sleepers, works, and conveniences connected therewith, the tramways hereinafter described, or some of them (that is to say):—

Tramway No. 1. Commencing in St. Mary's Gate, near its easterly end, by a junction with the lines authorised by the Manchester Corporation Tramways Order, 1878, and passing thence in an easterly direction into and along Market-street, and terminating in Market-street, opposite the end of High-street, by a junction with the line authorised by the Manchester Corporation Tramways Order, 1878.

Tramway No. 1A. Commencing in Market-street by a junction with the lines authorised by the Manchester Corporation Tramways Order, 1878, opposite the end of Corporation-street, and passing thence in an easterly direction along Market-street, and terminating in Piccadilly, opposite the end of Mosley-street, by a junction with the existing lines authorised by the Manchester Corporation Tramways Order, 1878.

The above mentioned Tramways, Nos. 1 and 1A, will, in conjunction with lines authorised by the Manchester Corporation Tramways Order, 1878, form a double line throughout the entire length of Market-street.

Tramway No. 2. Commencing in Corporation-street by a junction with the lines authorised by the Manchester Corporation Tramways Order, 1878, on the northerly side of Market-street, and passing thence in a southerly direction across Market-street, into and along Cross-street, and terminating in Albert Square, by a junction with Tramway No. 3, on the southerly side of the Albert Memorial.

Tramway No. 2A. Commencing in Cross-street by a junction with Tramway No. 2, at the southerly side of Market-street, passing thence in a southerly direction along and terminating in Cross-street, by a junction with Tramway No. 2, at the northerly side of King-street.

Tramway No. 2B. Commencing in Albert-square by a junction with Tramway No. 2, opposite the end of John Dalton-street, and terminating in Albert-square, by a junction with Tramway No. 2, on the westerly side of the Albert Memorial.

The above-mentioned Tramways Nos. 2, 2A, and 2B, will together form a double line throughout, except in Cross-street, between King-street and the southerly side of John Dalton-street and in Albert-square, between the Albert Memorial and the termination of Tramway No. 2.

Tramway No. 3. A single line, commencing in Deansgate by a junction with the existing line at the end of John Dalton-street, passing thence in an easterly direction along John Dalton-street, thence in a southerly direction through Albert-square and Mount-street, and terminating in Peter-street by a junction with the line authorised by the Manchester Corporation Tramways Order, 1878.

Tramway No. 3A. A short curve of single line, commencing in Peter-street by a junction with the line authorised by the Manchester Corporation Tramways Order, 1878, and terminating in Mount-street by a junction with Tramway No. 3.

Tramway No. 4. A single line, commencing in

Albert-square by a junction with Tramway No. 3 at the end of Mount-street, passing thence in a northerly direction along the east side of Albert-square, thence in a south-easterly direction along Princess-street, and terminating in Mosley-street by a junction with the existing line.

Tramways Nos. 5 and 5A. A double line, commencing in Deansgate by junctions with the existing lines nearly opposite the Victoria-bridge, and terminating at the northerly end of Victoria-street by junctions with the lines authorised by the Manchester Corporation Tramways Order, 1878.

The said intended tramways will be wholly situate in the township of Manchester, in the parish of Manchester, in the county Palatine of Lancaster, and each of the said tramways will consist of a single pair of rails on the gauge of 4 feet 8½ inches, and it is not proposed to run on the tramways, carriages or trucks adapted for use upon railways.

The said 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 corporation 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 to make from time to time such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in this advertisement, as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any lands and premises intended to be used in connection with such tramways.

Power whenever 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 any tramway or part of a tramway so removed or discontinued to be used or intended so to be.

Power to levy tolls and charges for the use of the tramways, such tolls and charges being levied either upon the carriages using the tramways or in respect of passengers or other traffic conveyed thereon.

Power to grant a lease or leases of the said tramways, or any parts thereof, and to grant licenses to use the same.

Power to employ for the purposes of the Provisional Order, the city fund and city rate of the city, and to borrow money for such purposes on any of the following securities, viz.: The said city fund and city rate, and the rates, rents, and charges, leviable and receivable by the Corporation in respect of their tramways, or to be authorised by the Provisional Order.

It is also proposed by the said Provisional Order to make provision with reference to the repayment of all or some part of the money deposited in the Chancery Division of the High Court of Justice, in respect of the Manchester Suburban Tramways Provisional Order, 1877.

And the Provisional Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way impede or

interfere with its objects, and will confer other rights and privileges.

And notice is hereby further given, that plans and sections of the intended tramways and works, and a copy of this advertisement, as published in the London Gazette, will be deposited on or before the 30th November, 1880, for public inspection with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, and with the parish clerk of the parish of Manchester, at his residence in the City of Manchester, and at the office of the City Surveyor in the Town Hall in Albert-square, Manchester, and at the office of the Clerk of the Parliaments, House of Lords, and at the Private Bill Office of the House of Commons, and at the office of the Board of Trade, Whitehall, London.

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, on or before the 23rd day of December, 1880, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order when made, may be obtained (at the price of 1s. for each copy) at the offices of the town clerk, at the Town Hall, Manchester, and of Messrs. Sherwood and Company, Parliamentary Agents, at 7, Great George-street, Westminster.

And notice is hereby further given, that 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, Whitehall, on or before the 15th day of January, 1881, and that copies of the objections must at the same time be sent to the promoters, and that, 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 22nd day of November, 1880.

Joseph Heron, Town Clerk.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1881.

Burry Port and North Western Junction Railway. (Construction of Junction and Deviation of Railways; Abandonment of part of authorised Railway; Compulsory Purchase of Lands; Tolls; Alteration and revival and extension of Powers of Compulsory Purchase of Lands for and completion of authorised Railway; Additional Capital and Capital Powers; Working Arrangements with the London and North Western Railway Company, and the Burry Port and Gwendreath Valley Railway Company, and the Llanelly and Mynydd Mawr Railway Company; Incorporation of Acts; Repeal and Amendment of Acts.)

NOTICE is hereby given, that the Burry Port and North Western Junction Railway Company (who are hereinafter referred to as "the Company") intend to apply to Parliament in the next session for leave to bring in a Bill for the following, or some of the following, among other purposes:—

1. To alter and amend, or, if need be, to repeal and re-enact, with alterations, all or some of the Powers and provisions of the Burry Port and North Western Junction Railway Act, 1876, in this notice called the Act of 1876.

2. To revive and extend the time limited by the Act of 1876 for the compulsory purchase of lands, and to extend the time limited by the Act of 1876 for the completion of the railway and works by that Act authorised.

3. To authorise the Company to make and

maintain the junction and deviation railways hereinafter described, or some part or parts thereof respectively, with all necessary approaches, stations, sidings, works, and conveniences connected herewith respectively (that is to say):—

A Railway No. 1.—A junction Railway commencing in the parish of Llanarthney, in the county of Carmarthen, by a junction with the authorised Railway of the Company at or about the point indicating 3 furlongs and 4 chains, measured from the commencement of that Railway at its junction with the authorised Burry Port and Gwendreath Valley Railway, as shown on the plans deposited for the purposes of the Act of 1876 with the clerk of the peace for the county of Carmarthen, and terminating in the parish of Llannon, in the said county, by a junction with the authorised line of the Llanelly and Mynydd Mawr Railway at or about the point indicating nine miles and six furlongs on that railway measured from its commencement near Llanelly, as shown on the plans, or the amended plans of that railway, deposited for the purposes of the Llanelly and Mynydd Mawr Railway Act, 1875, with the clerk of the peace for the county of Carmarthen, and which point is about 100 yards to the eastward of the buildings known as Cwm Farm Buildings.

A Railway No. 2.—A Deviation Railway commencing in the parish of Llanddarog, in the county of Carmarthen, at or near a point indicating 3 miles 2 furlongs and 3 chains, measured from the said commencement of the authorised railway of the Company, as shown on the said plans deposited for the purposes of the Act of 1876, and terminating in the said parish of Llanarthney, at or near a point indicating 4 miles 6 furlongs and 2 chains on the said line of railway, measured from its commencement, as shown on the last-mentioned plans. The said intended railways and works will be made or pass from, in, through, or into the parishes, townships, and places hereinafter mentioned, or some of them, or some part or parts thereof respectively, that is to say, Llanarthney, Llannon, and Llanddarog, in the county of Carmarthen.

4. To authorise the Company to abandon the construction of so much of their authorised railway as lies between commencement and termination of the Deviation Railway No. 2, hereinbefore described, and to relieve the Company from all penalties, obligations, contracts, and liabilities for the non-construction and non-completion thereof.

5. To empower the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and to deviate vertically from the levels shown on the sections to be deposited as hereinafter mentioned, to any extent which may be provided by the Bill.

6. To confer upon the Company all needful powers, both as to the compulsory purchase, and the purchase by agreement of lands, houses, and other property, and the construction of works for the purpose of enabling them to make complete, and maintain the said intended railways, and to vary or extinguish all rights and privileges in any way connected with such lands, houses, and other property; and the Bill will authorise the Company to cross, break up, alter, stop up, divert, and otherwise interfere with, whether temporarily or permanently, roads, railways, tramways, drain-pipes, sewers, rivers, canals, navigations, streams, aqueducts, and water-courses, gas and water pipes, telegraph and electric pipes, and other apparatus and works of every description, so far as may be necessary in

constructing, completing, and maintaining the said intended railways and works.

7. To authorise the Company to levy tolls, rates, and charges in respect of the railways to be authorised by the Bill, and to confer, vary or extinguish exemptions from the payment of tolls, rates, and charges.

8. To enable the Company on the one hand, and the London and North Western Railway Company, the Burry Port and Gwendreath Valley Railway Company, and the Llanelly and Mynydd Mawr Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into and carry into effect and rescind and renew contracts, agreements, and arrangements for, or with respect to the construction, use, working, management, and maintenance by the said last-named Companies, or one or more of them, of the proposed railways and works, and of the authorised railways of the Company, or some part or parts thereof, the supply of rolling stock, plant, and machinery, and the appointment, payment, and removal of officers and servants, 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, transmission, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation, of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the division, appropriation, and apportionment of the revenue arising from such traffic or other the profits of the respective undertakings of the said Companies, and 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 respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all or such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to confirm, and if thought fit to vary any such contract or agreement which may have been, or which during the progress of the Bill, may be entered into.

9. To incorporate with or to re-enact in the Bill, and to extend to the railways thereby authorised, subject, if need be, to alterations or modifications, all or some of the enactments and powers of the Act of 1876, and particularly to extend to the Bill section 48 of that Act as to working arrangements between the Company and the London and North Western, and the Burry Port and Gwendreath Valley Railway Companies, and to authorise the Company to enter into similar arrangements with the Llanelly and Mynydd Mawr Railway Company.

10. To authorise the Company to apply their capital and any money which they have powers to raise to the purposes of the Bill and for the general purposes of the Company, and for the same purposes to raise additional capital by the creation and issue of new shares, or by stock and by borrowing, and to attach to such new shares or stock any preference or priority of dividend, interest, or advantages as the Bill may define.

11. To vary and extinguish all rights and privileges which will in any way interfere with the objects of the Bill, and to confer other rights and privileges.

12. The Bill will repeal, alter, or amend, so far as may be necessary, all or some of the provisions of the local and personal Acts following, that is to say: the Burry Port and North Western Junction

Railway Act, 1876, and any other Act or Acts relating directly or indirectly to the Company; the Burry Port and Gwendreath Valley Railway Company's Act, 1866; the Burry Port and Gwendreath Valley Railway Amendment Act, 1874; and any other Act relating directly or indirectly to the Burry Port and Gwendreath Valley Railway Company; the Llanelly and Mynydd Mawr Railway Act, 1875; the Llanelly and Mynydd Mawr Railway Act, 1880; and any other Act relating directly or indirectly to the Llanelly and Mynydd Mawr Railway Company; the Act 9 and 10 Vict., cap. 204; 29 and 30 Vict., cap. 284; 31 and 32 Vict., cap. 38; and any other Act relating directly or indirectly to the London and North Western Railway Company.

13. The Bill will incorporate in itself, and if need be with variations, the necessary provisions of the following, among other Acts:—The Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property; also an Ordnance map with the lines of railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Carmarthen, at his office at Llandovery, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, published as aforesaid, will be deposited for public inspection with the parish clerk of each parish, at his residence, and in the case of any extra-parochial place, with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated the 11th day of November, 1880.

Sutton and Ommarney, 3, Great Winchester-street, London, Solicitors for the Bill.

In Parliament.—Session 1881.

Skipton and Kettlewell Railway (Extension to Aysgarth).

(New Railways in the county of York; Compulsory Purchase of Lands; Tolls; Further Capital; Running Powers over part of Midland Railway and North Eastern Railway; Working and Traffic Agreements and Arrangements with North Eastern, Midland, Great Northern, and Lancashire and Yorkshire Railway Companies; Amendment of Acts; and other purposes.)

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

To empower the Company to make and main-

tain the railways following, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith (viz.):

1. A railway (No. 1) commencing by a junction with the railway authorized by "The Skipton and Kettlewell Railway Act, 1880," at or near the termination of that railway in a field, No. 63 on the deposited plan of the said railway, in the township of Threshfield, in the parish of Linton, and terminating at a point distant 13 chains, or thereabouts, measured in a straight line in an easterly direction from the Conistone and Kettlewell-road, and 11 chains, or thereabouts, measured in a straight line in a southerly direction from the back of a cottage occupied by Adam Wiseman, being in a field commonly known as "Priest's Rain," belonging to and in the occupation of Anthony Horner, which said field is situate in the township of Kettlewell, otherwise Kettlewell-with-Starbotton, in the parish of Kettlewell, which intended railway will pass from, in, through, or into the following parishes, townships, extra-parochial or other places, or some of them (that is to say): Linton, Threshfield, Skirethornes, Conistone-with-Kilnsey, Kilnsey, Kettlewell, and Kettlewell-with-Starbotton, all in the West Riding of the county of York.

2. A railway (No. 2) commencing by a junction with the intended railway No. 1 at its termination as above described, and terminating at a point distant 7 chains, or thereabouts, measured in a straight line in an easterly direction along Astside-lane, from a road known as the Back-lane, such point being in a field known as Astside, belonging to the representatives of the late William Battye Wrightson, deceased, and in the occupation of Timothy Holmes Simpson, which intended railway (No. 2) will pass from, through, in, or into the following parishes, townships, extra-parochial or other places, or some of them (that is to say): Kettlewell, Kettlewell-with-Starbotton, Starbotton, Arncliffe, and Buckden, 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 North Eastern Railway (Leyburn and Hawes Extension), at a point distant 4 chains, or thereabouts, measured in a straight line in a westerly direction from the south-western corner of the Aysgarth Station building on that railway, which said intended railway No. 3 will pass from, in, through, or into the following parishes, townships, or places, or some of them, (that is to say):—Arncliffe, Buckden, Hubberholme, Kirk Gill, Langthrodale, and Cray, in the West Riding of the county of York, and Kidstones (otherwise Kidstones Bank), Bisbopdale, Thoraby, Newbiggen, West Burton, Burton-cum-Walden, Aysgarth, Wensleydale, Carperby, and Carperby-cum-Thoresby, in the North Riding of the county of York.

To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings for the purposes of the intended railways and works, and to vary and extinguish all rights and privileges connected with the lands, houses, and buildings so to be purchased and taken, or which would in any manner impede or interfere with the objects of the Bill, and to confer, vary, and extinguish other rights and privileges.

To authorize the crossing, stopping up, altering or diverting, whether temporarily or permanently, of all turnpike roads, highways, railways, canals, rivers, and streams within or adjoining to the before-mentioned parishes, townships, and other places, which it may be necessary to cross, stop up, alter, or divert in executing the purposes of the Bill.

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

To empower the Company to increase their capital and to raise a further sum of money for the purposes of the Bill by the creation and issue of new shares or stock, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, or by any of such means, and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To empower the Company and all or any other Companies, Company, and persons lawfully working, using, or running over the undertaking of the Company, or any part thereof, from time to time to run over and use with their engines, carriages and trucks, and with their officers and servants, and for purposes of traffic of every description, the portions of railways and stations hereinafter described or referred to, and all sidings, junctions, signals, telegraphs, points, crossings, roads, approaches, platforms, offices, sheds, engine-houses, water, watering places, buildings, machinery, works, and conveniences connected with such portions of railways and stations respectively, upon such terms and conditions, pecuniary or otherwise, and upon payment of such tolls, rates, and charges as may from time to time be agreed upon or settled by arbitration, or as may be prescribed in or provided for by the Bill.

The portions of railways and stations hereinafter referred to are the following:—

So much of the railway of the Midland Railway Company (hereinafter called "the Midland Company") as lies between the junction of the Great Northern Railway with the Midland Railway at or near Shipley, in the West Riding of the county of York, and the junction of the authorized railway of the Company with the railway of the Midland Company at or near Gargrave, in the West Riding of the county of York, and all the stations of the Midland Company on the part of their railway so to be run over and used, including their stations at Skipton, Keighley, and Shipley.

So much of the railway of the North Eastern Railway Company (hereinafter called the "North Eastern Company") as lies between the junction of the intended railway No. 3 of the Company with the railway of the North Eastern Company at or near Aysgarth Station, in the parish of Aysgarth, in the North Riding of the county of York, and the station of the North Eastern Company at Leyburn.

To require and compel the Midland Company and the North Eastern Company respectively to afford all requisite facilities for the exercise of the powers aforesaid, and for receiving, transferring, delivering, and forwarding over their respective systems, traffic of every description passing from or coming to the railway of the Company, and to book or invoice through all or any of such traffic, and to enable the Company

and all or any such other Companies or Company and persons as aforesaid to levy, receive, and recover tolls, fares, rates and charges in respect of passengers, animals, and things conveyed by them or any of them from, over, through, or into the before-mentioned portions of railway and stations respectively, and to alter the tolls, fares, rates, and charges now leviable, and to fix and determine, or to provide for the fixing and determining, of the tolls, fares, rates and charges to be hereafter leviable upon, at, or in respect of the said portions of railways and stations respectively, or any part thereof, and of the works and conveniences connected therewith, and to authorize agreements between the Company and the Midland Company, and the North Eastern Company respectively, with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the Bill, and make all such provisions as may be necessary for carrying the same into full and complete effect.

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

So far as may be necessary for the objects and purposes aforesaid, it is intended, if need be, to alter, amend, extend, or to repeal all or some of the powers and provisions of the following local and personal Acts, viz.: 17 and 18 Vic., cap. 211, and all other Acts relating to or affecting the North Eastern Company; 7 and 8 Vic., caps. 18 and 59, and all other Acts relating to or affecting the Midland Company; 9 and 10 Vic., cap. 71, and all other Acts relating to or affecting the Great Northern Railway Company; 1 and 2 Wm. IV, cap. 60; 6 and 7 Vic., cap. 111; and 22 and 23 Vic., cap. 110; and all other Acts relating to or affecting the Lancashire and Yorkshire Railway Company; and 42 and 43 Vic., cap. 201, and any other Act or Acts relating to or affecting the Company.

And notice is hereby also given, that, on or before the 30th day of November instant, a published map and plans and sections describing the lines and levels of the proposed railways and works, with a book of reference to such plans, and a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the North Riding of the county

of York at his office at Northallerton, and with the Clerk of the Peace for the West Riding of the county of York at his office at Wakefield, and that a copy of the said plans, sections, and book of reference, or so much thereof as relates to each parish in or through which the intended railways and works will be made, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish at his residence, and as regards any extra-parochial place (if any) with the parish clerk of some adjoining parish at his residence.

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

Dated this 17th day of November, 1880.

Langdale and Eaton Turner, 30, Bedford-row;

George Robinson, Skipton;

Solicitors for the Bill.

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

In Parliament.—Session 1881.

Bristol and Portishead Pier and Railway.

(Power to Bristol and Portishead Pier and Railway Company to construct a New Junction Railway from their Railway to the Bristol and Exeter section of the Great Western Railway; Compulsory purchase of Lands; Application of Funds; Extending to the intended Railway the provisions of subsisting Agreements between the Company and the Great Western Railway Company; Authorising Agreements for the working, &c., of the Portishead Docks by the Corporation of Bristol; Authorising purchase by compulsion or agreement by the Company of the interests of the Corporation of Bristol in the separate Dock Undertaking of the Company; Amalgamation of the separate Dock Undertaking with the other Undertakings of the Company; Provisions for working, &c., of the Dock by the Company as part of its General Undertaking; Guarantee by the Company of Debenture and Preferential Interest on the Debenture and Preferential Stock of the Dock Undertaking; New Arrangements as to Capital; Powers to raise additional Capital; Extension of time for compulsory Sale of Lands; Alteration of Name of the Company; Amendment of Acts with respect to Directors, accounts, and administration of the Company or of the separate Dock Undertaking; the payments to be made by the Company to the Corporation; the Dues and Charges upon Vessels, Goods and Merchandise using the Undertakings of the Company; the Appropriation of the Revenues of the Company; and in other respects).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Bristol and Portishead Pier and Railway Company (hereinafter called the Company) for an Act for effecting the purposes following, or some of them, that is to say:—

1. To empower the Company to make and maintain the Railway hereinafter described or some part or parts thereof with all proper sidings, stations, approaches, works, and conveniences in connection therewith, that is to say:—

A Railway to be wholly situate in that part of the parish of Bedminster which is in the county of Somerset, commencing by a junction with the Company's Railway, herein

after called "The Portishead Railway," at a point thereon indicated by the first half-mile post from the junction of that railway with the Bristol and Exeter section of the Great Western Railway, and terminating by a junction with the said Bristol and Exeter section at a point distant two chains or thereabouts, measuring in an easterly direction, from the junction therewith of the South Liberty Siding, the property of the Ashton Vale Iron Company (Limited).

2. To enable the Company, for the purposes of the intended Act, to purchase and acquire by compulsion or otherwise lands, easements and property, and to stop up, alter and divert temporarily or permanently, and if permanently to appropriate the site of roads, highways, footways, tramways, rivers, streams, watercourses, sewers, drains, pipes, telegraph apparatus and other works.

3. To enable the Company in the construction of the intended railway, to deviate laterally and vertically from the lines and levels shown on the deposited plans to any extent to be defined in the intended Act.

4. To authorise the Company to apply for the purposes of the intended Act, their existing funds and any moneys they have still power to raise and to raise additional capital by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities and privileges (if any) *inter se*, and in respect of the other shares and stock of the Company as may be considered expedient, and also by borrowing upon mortgage and by the creation of debenture stock, and either as part of their general or special share and loan capital, or wholly or partially as a separate share and loan capital, or in such other manner as may be prescribed by the intended Act.

5. To extend to the intended railway the provisions of all agreements now subsisting between the Great Western Railway Company and the Company with reference to the working and maintaining of other parts of the undertaking of the Company.

6. To authorise the Company and the mayor, aldermen, and burgesses of the city of Bristol, hereinafter called "the Corporation," to make and carry into effect arrangements and agreements for the working, use, and management of the separate dock undertaking of the Company, hereinafter called "the Portishead Docks," and of the pier of the Company, or of any part or parts thereof by the Corporation, or by any board or committee appointed or hereafter to be appointed to work and manage docks in the city of Bristol.

7. To authorise the Company and the corporation to make and carry into effect arrangements and agreements with respect to competitive traffic at the Portishead Docks, and any docks belonging to or which may be acquired by the Corporation; or otherwise to make compulsory provisions with respect to such traffic in such manner as the intended Act may prescribe.

8. To authorise the Company to take over the capital of the Portishead Docks and merge the same in the general capital of the Company; or otherwise to deal with such capital, to guarantee debenture interest and interest on the preferential and ordinary stock of the Portishead Docks, and to make equitable provisions for all existing interests, and to merge the management of the Portishead Docks and the revenues thereof in the general management and revenues of the Company; upon such terms and conditions as may be prescribed by the intended Act, and to alter, amend, or repeal the provisions of

all existing Acts relating to the Portishead Docks; so far as the Portishead Docks are thereby constituted a separate undertaking.

9. To enable the Company to purchase and acquire by agreement or by compulsion, on such terms as may be prescribed by the intended Act, the interests of the Corporation and other shareholders in the Portishead Docks, and the shares held by the Corporation and other shareholders therein, and to provide for the amalgamation of the Portishead Docks with the other undertakings of the Company, and for the working, use, and management of the Portishead Docks by the Company as part of their general undertaking.

10. To alter, amend, or repeal the provisions of all existing Acts relating to the Company with regard to the number, powers, and appointment of the directors of the Company, and in particular the powers conferred on the Corporation to appoint directors of the Company, or of the separate undertaking of the Portishead Docks, the management of the accounts and other matters relating to the administration of the undertakings of the Company, and to make other provisions in lieu thereof.

11. To alter, amend, or repeal the provisions of all existing Acts relating to payments to be made by the Company to the Corporation, and to the tolls, rates, dues and charges leviable upon vessels, goods, and merchandise, using the undertakings of the Company; to authorise the levying and collection of new tolls, rates, dues and charges in respect of the said intended new railway or any other part of the Railway or Dock undertaking of the Company; and to confer exemptions from such dues and charges.

12. To extend or further extend the respective periods within which the Company are now required to sell lands belonging to them, but which have not been applied to the purposes of the Company or sold or disposed of by them.

13. To alter, amend, or repeal the provisions of the several Acts relating to the working, use, or management of the Company's undertakings by the Great Western Railway Company, and the payments to be made in respect thereof, and the provisions of the agreements subsisting between the Company and the Great Western Railway Company, and to make other provisions in lieu thereof.

14. To change the name of the Company, and to provide that it shall hereafter be called "The Portishead Dock and Railway Company," or by such other name as may be prescribed by the intended Act.

15. The intended Act will vary and extinguish all rights and privileges which will in any way interfere with any of its objects, and confer other rights and privileges, and will incorporate with or without variation the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and will amend, enlarge, vary and repeal the necessary provisions of among other local Acts, the following, that is to say, "The Bristol and Portishead Pier and Railway Act, 1863," "The Bristol and Portishead Pier and Railway Act, 1866," "The Portishead Docks Act, 1871," "The Bristol and Portishead Pier and Railway Act, 1873," "The Bristol and Portishead Pier and Railway Company's Act, 1877," "The Portishead Docks Act, 1878," "The Portishead Docks Act, 1880," and any other Act relating directly or indirectly to the Company; and of "The Bristol Dock Act, 1848," "The Bristol Dock Act, 1865,"

and any other Act relating directly or indirectly to the port and harbour of Bristol or the Bristol Docks; and of 5 and 6 Will. IV, cap. 107, "The Great Western and Bristol and Exeter Amalgamation Act, 1866," and any other Act relating directly or indirectly to the Great Western Railway Company.

16. On or before the 30th day of November instant, duplicate maps, plans, and sections, describing the lines, situation, and levels of the proposed railway, and of the works in connection therewith, and the lands, houses, or other property in or through which they will be made, and the lands sought to be acquired by compulsion, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at Wells, and on or before the same day a copy of the said plans, sections, and book of reference relating to the parish in or through which the said railway and works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, published as aforesaid, will be deposited with the parish clerk of such parish, at his residence.

17. 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 15th day of November, 1880.

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

Isaac Cooke and Sons, Bristol.

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

(In Parliament.—Session 1881.)

Aylesbury and Rickmansworth Railway.

(Railway from Aylesbury to Rickmansworth; Incorporation of Company; Powers of Construction; Subscription, &c., to Aylesbury and Buckingham, Metropolitan, and Metropolitan and Saint John's Wood Railway Companies; Working and Traffic Agreements; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the construction and maintenance of the following railway:—A railway commencing in the parish of Aylesbury, otherwise Aylesbury-with-Walton, in the county of Buckingham, by a junction with the existing railway belonging to the Aylesbury and Buckingham Railway Company and the Great Western Railway Company, or one of them, at a point about two chains from the passenger station measured in a south-easterly direction, and terminating in the parish of Rickmansworth, in the county of Hertford, by a junction with the authorised Rickmansworth Extension Railway of the Metropolitan Railway, sanctioned in the last session of Parliament, in a field belonging to the Master and Fellows of Gonville and Caius College, Cambridge, and in the occupation of Richard Warwick, and numbered 46 on the plans deposited with the Clerk of the Peace of the county of Hertford, in respect of that railway, which said intended railway will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say:—Aylesbury, otherwise Aylesbury-with-Walton, Ellesborough, Stoke, Stoke Mandeville, Weston, Weston-Turville, Wendover, Great Missenden,

Little Missenden, Amersham, Leigh, otherwise Lee, Chesham, Chesham Bois, Chalfont St. Giles, Chalfont St. Peter's, and Cheneys, otherwise Islehampstead Chenies, all in the county of Buckingham; Rickmansworth and Chorley Wood, otherwise Charley Wood, in the county of Hertford.

And it is proposed to incorporate a Company, and to confer upon the Company to be so incorporated, or upon the Aylesbury and Buckingham Railway Company, or upon the Metropolitan Railway Company, or upon the Metropolitan and St. John's Wood Railway Company, or either of them, all necessary powers for making and maintaining the said railway and works, and to authorise the Company so empowered (hereinafter referred to as "the Company") to purchase and take lands and buildings by compulsion or agreement, in or near the several parishes, townships, and places aforesaid, for the purposes of the said intended railway and works, including three acres or thereabouts of the commonable lands in the parish of Chesham Bois, known as Chesham Bois Common, and five acres or thereabouts of the commonable lands in the parish of Rickmansworth, known as Charley Wood-common, and to stop up, alter, or divert temporarily or permanently all or any turnpike or other roads and highways, railways, tramways, bridges, rivers, brooks, streams, waters, watercourses, sewers, drains, pipes, telegraphic tubes, wires, and apparatus, and other works of any description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended railway and works, and to levy tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

And it is proposed to authorise the Aylesbury and Buckingham Railway Company, Metropolitan Railway Company, and the Metropolitan and St. John's-wood Railway Company, or either of them, to subscribe towards and hold shares or stock in the capital of the Company to be so incorporated as aforesaid, and to appoint directors of such Company, and to raise money for any of the purposes of the intended Act, or any of the purposes of the Aylesbury and Buckingham Railway Company and the Metropolitan Railway Company, and the Metropolitan and St. John's-wood Railway Company, or either of them, by the creation and issue of new, ordinary, guaranteed, or preference shares or stock in their own undertakings, and by mortgage or otherwise.

Also to authorise the Company to be incorporated as aforesaid, and the Aylesbury and Buckingham Railway Company, the Metropolitan Railway Company, and the Metropolitan and St. John's Wood Railway Company, or either of them, to run over and use with their engines and carriages, the Aylesbury and Rickmansworth Railway, or some part thereof, and all stations, works and conveniences connected therewith, and to enter into contracts and agreements with respect to the construction, maintenance, working, and use of the intended railway, the supply of rolling stock and other things necessary for such working or use, the appointment of joint committees of Directors for any of the purposes of the intended Act, the collection, delivery, interchange, transmission, and conveyance of traffic for, from, to, and over the railways of the said Companies respectively, the fixing, levying, collection, division, and apportionment of tolls, rates, charges, and receipts arising from such traffic, or any part or parts thereof, and all or any other matters incidental to the construction, maintenance, working, and use of the said intended railway and works, and to authorise the said

Companies, or any of them, and the Aylesbury and Rickmansworth Railway Company, and any Company for the time being working their railway, to enter into agreements with respect to all or any of the purposes aforesaid.

Also to vary or extinguish all rights and privileges of any description which might in any way interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To incorporate with the intended Acts all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railway Clauses Acts, 1845 and 1863, and to vary, extend, enlarge, or repeal the powers and provisions of any Act of Parliament which may in any way interfere with its objects.

Also to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament following, or some of them, that is to say, local and personal Acts, 16 and 17 Vic., cap. 186; 17 and 18 Vic., cap. 221; 22 and 23 Vic., cap. 97; 37 and 38 Vic., cap. 149; 43 and 44 Vic., cap. 134; 43 and 44 Vic., cap. 166; Metropolitan and St. John's Wood Railway Act, 1864; and of any other Acts relating to or affecting the Metropolitan Railway Company and the Metropolitan and St. John's Wood Railway Company, or either of them; also 23 and 24 Vic., cap. 192; 27 and 28 Vic., cap. 217; 28 and 29 Vic., cap. 93, and any other Acts relating to or affecting the Aylesbury and Buckingham Railway Company.

A plan and section in duplicate of the proposed railway, a plan in duplicate of all lands which may be taken under the compulsory powers of purchase to be conferred by the intended Act, a book of reference to the plans, and a copy of the Ordnance map showing the general course or direction of the intended railway, will be deposited with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, and with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, and a copy of so much of so much of the said plans, section, and book of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of a parish adjoining thereto at his residence.

Each deposit will be made on or before the 30th day of November, 1880, and will be accompanied by a copy of this notice.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1880.

Burchells, 5, Broad Sanctuary, Westminster, Solicitors for the Bill.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1881.

Metropolitan Railway.

(Power for Metropolitan Railway Company to make part of Railway No. 1, authorised by "The Metropolitan and District Railways (City Lines and Extensions) Act, 1879," authorising the altering, amending, and confirming of Agreements with Metropolitan and St. John's-wood Railway Company, and provisions relating to Capital, Purchase of Additional Lands, Amendment of Acts).

A PPLICATION is intended to be made to Parliament in the next session for an Act to authorise the Metropolitan Railway Company to make and maintain so much of the Railway No. 1, as authorised by the Metropolitan Railway

Act, 1877, and by the Metropolitan and Metropolitan District, City Lines and Extensions Act, 1879, as lies between the High-street, Aldgate Station, and Trinity-square, Tower-hill, and to provide for the inclusion of such portion of railway as part of the City Line undertaking if and when so made by the Metropolitan Railway Company.

Also to authorise the Metropolitan Railway Company on the one hand, and the Metropolitan and Saint John's-wood Railway Company on the other hand, to enter into agreements with respect to the widening by the Company of the Metropolitan and Saint John's-wood Railway, and otherwise exercising the powers conferred by the St. John's-wood Railway Act, 1873, and the Metropolitan Railway Act, 1879, or either of them, with respect to such widening, and the appropriation and division of the cost thereof.

Also to amend the provisions of the Metropolitan Railway Act, 1877, with respect to "preferred" and "deferred" capital, and to define and regulate the capital of the Metropolitan Railway Company, and the several classes of shares or stock of which such capital consists; and to authorise the Company to raise more money by the creation and issue of ordinary, guaranteed, preference and debenture shares or stock, and by mortgage or otherwise.

Also to authorise the Hammersmith and City Railway Company, the Great Western Railway Company, and the Metropolitan Railway Company, or any of them, to purchase by compulsion or agreement, the following lands, or some of them, or some part or parts thereof respectively (that is to say):—

1. Certain lands, houses, and buildings in the parish of St. Peter and St. Paul, Hammersmith, in the county of Middlesex, on the southern side of and near to the Hammersmith Station of the Hammersmith and City Railway, and partly adjoining the Broadway and the road leading from the Broadway past the said station to The Grove, Hammersmith.

2. Certain lands, houses, and buildings in the parish of Paddington, in the county of Middlesex, lying on the southern side of the Hammersmith and City Railway, and adjoining the sidings on that railway, and extending from a point two chains westward of the bridge over the Great Western Railway, called Green-lane Bridge, to a point about six chains westward of the said bridge.

Also to authorise the Metropolitan Railway Company to purchase by compulsion or agreement all or some of the following lands and buildings (that is to say):—

1. All lands and buildings lying between the Metropolitan and St. John's-wood Railway and Allsop-place, in the parish of Marylebone.

2. All lands and buildings abutting on the east side of the street known as the Minories, and lying between Swan-street and Haydon-street, the said property being wholly in the parish of St. Botolph Without, Aldgate, in the City of London.

Also to vary or extinguish all rights and privileges, of any description, which might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Also to repeal or amend certain of the provisions of the following Acts, or some of them (that is to say):—The Acts hereinbefore respectively referred to; also Acts relating to the Metropolitan Railway Company, passed in each and every of the years 1854 to 1857, 1859 to 1875, and 1877 to 1880, all inclusive, Acts relating

to the Metropolitan and St. John's-wood Railway Company, and bearing its name, passed in the years 1864, 1865, 1866, 1868, 1870, 1873, and 1874, also the Acts relating respectively to the Hammersmith and City Railway Company, 24 and 25 Vic., cap. 161, Great Western Railway Company, 5 and 6 Will. 4, cap. 107, and District Railway Company, 27 and 28 Vic., cap. 322, Great Western Railway Acts, 1865 and 1866, and all other Acts relating to the said Companies and railways respectively, or any of them.

A plan in duplicate, showing all lands which may be subject to the compulsory powers of taking lands to be conferred by the intended Act, and a book of reference to the plan will be deposited with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions House, Clerkenwell, and with the Clerk of the Peace for the City of London, at the Sessions House, in the Old Bailey, and a copy of so much of the said plan and book of reference as relates to the parish of St. Peter and St. Paul, Hammersmith, will be deposited with the clerk of the Fulham District Board of Works, at his office in the Broadway, Hammersmith, and as relates to the parish of Paddington, will be deposited with the vestry clerk of that parish, at his office at the vestry hall in the Harrow-road, as relates to the parish of St. Marylebone, will be deposited with the vestry clerk of that parish at his office at the vestry hall in Marylebone-lane, and as relates to the parish of St. Botolph Without, Aldgate, in the City of London, with the vestry clerk (there being no parish clerk) of that parish, at his office, at 29, Mark-lane. Each such deposit will be made on or before the 30th day of November, 1880, and will be accompanied by a copy of this notice.

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1880.

Dated 15th November, 1880.

Burchells, Solicitors for the Bill.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1881.

South Eastern Railway.—East of London and Crystal Palace Railway.

(Construction of Railway from the Ladywell Station of the Mid-Kent Branch of the South Eastern Railway to the Crystal Palace; Compulsory purchase of Lands; Tolls; Running Powers over part of the South Eastern Railway; Use of Stations; Working and other Agreements with the South Eastern Railway Company, the London, Brighton, and South Coast Railway Company, the East London Railway Company, and the Crystal Palace Company; Amendment of Acts.)

APPPLICATION will be made to Parliament in the ensuing Session by the South Eastern Railway Company (hereinafter called "the Company") for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

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

1. A railway (No. 1), situate wholly in the parish of Lewisham, in the county of Kent, commencing by a junction with the Mid-Kent branch of the South Eastern Railway, at a point thereon 12 yards, or thereabouts (measured along the railway), to the south-

ward of the southern end of the platforms of the Ladywell station, and terminating at a point 152 yards, or thereabouts, southwards of the south side of Forest Hill-road (otherwise London-road, Forest Hill), and 20 yards, or thereabouts, westward of the fence separating a field (belonging to William Charles Holt and Frederick Lett, the trustees of the will of the late William Henry Whittell, deceased, and William Morgan Whittell, and in the occupation of William Walker), from the old disused footpath leading southwards from Forest Hill-road.

2. A railway (No. 2), commencing in the parish of Lewisham, in the county of Kent, by a junction with the intended Railway No. 1. at the termination thereof, passing through or into the parishes of Lewisham and Beckenham, in the county of Kent, and the hamlet of Penge, in the parish of St. Mary, Battersea, in the county of Surrey, and terminating at a point in the grounds of the Crystal Palace, in the said parish of St. Mary, Battersea, 10 yards, or thereabouts, northward of the north side of, and 57 yards, or thereabouts, from the north-east corner of the Orangery.

2. To authorize the Company to deviate laterally from the line 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, footpaths, pipes, sewers, canals, navigations, rivers, streams, bridges, railways, and tramways within the parishes and other places aforesaid, or any of them, as 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 acquire, by compulsion or agreement, lands, houses, tenements, and hereditaments within the parishes 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 to be purchased or taken, or which would in any manner impede or interfere with the objects of the Bill.

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

6. To authorize the London, Brighton, and South Coast Railway Company (in this notice called the Brighton Company) and the East London Railway Company (in this notice called the East London Company), or either of them, to elect within a period to be defined by the Bill, to become joint owners with the Company of the intended railways and works, or any part thereof, upon such terms and conditions as either have been or may be agreed upon between the Companies respectively, and to authorize the Brighton Company and the East London Company, if necessary, to raise additional capital for the purposes of the said intended railways and works by shares or stock, whether preference or ordinary, and by borrowing, and to apply to the same purposes any funds now under the control of those Companies or either of them, and to enable the Companies respectively to exercise all the powers relating to the management and control of the intended railways and works by means of a joint

committee or joint committees, or otherwise, and to confer on such joint committee or joint committees all proper and necessary powers.

7. To authorize the Crystal Palace Company to contribute towards the cost of constructing the intended railways and works, or any part thereof, out of their corporate funds, and if necessary out of capital to be raised by them under the powers of the intended Act, by ordinary or preference shares or stock, and by borrowing, and to enable the Crystal Palace Company to hold shares in the capital of the Company.

8. To authorize the Company and the Crystal Palace Company to make and carry into effect agreements with respect to the assurance by the Crystal Palace Company, with or without consideration, of lands for the purposes of the intended railways and works.

9. To vary and 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 it 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):

6 William IV, cap. 75 (local and personal), and all other Acts relating to the South Eastern Railway Company, and the several undertakings vested in or worked by them; the Act of the 18th and 19th Vic., c. 169, and all other Acts relating to the Mid-Kent Railway Company; the Act of 9 and 10 Vic., cap. 283, and all other Acts relating to the London, Brighton, and South Coast Railway Company; the Act of 28 Vic., cap. 51, and all other Acts relating to the East London Railway Company; and the Act of 16 Vic., cap. 20, and all other Acts relating to the Crystal Palace Company.

And notice is hereby also given, that the plans and sections of the works proposed to be authorized by the Bill, showing the lines and levels thereof, and plans also of the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans respectively, together with, in each case, a copy of this notice, as published in the London Gazette, will, on or before the 30th of November, 1880, be deposited for public inspection as follows (that is to say): As to so much of the lands as are situate in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone; as to so much of the lands as are situate in the county of Surrey, with the Clerk of the Peace for that county, at his office at the Sessions House, Newington-causeway, in that county; and that, on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference as relates to each parish or other place in or through which the said 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 the copy of this notice as published in the London Gazette, will be deposited for public inspection as follows: As to so much as relates to the said parish of Beckenham, with the clerk to the Local Board of that district, at his office at Beckenham; and as to so much as relates to the said parish of Lewisham, and the said hamlet of Peuge, in the parish of St. Mary, Battersea, with the clerk of the Board of Works for the Lewisham district, at his office at Rushey Green, Catford Bridge, in the county of Kent.

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, 1880.

Dated this 19th day of November, 1880.

Wilson, Bristows, and Carpmael, 1, Copt-hall-buildings, London;

Stevens and Mortimer, 6, St. Thomas-street, Southwark;

Solicitors for the Bill.

Board of Trade.—Session 1881.

Acton and Ealing Tramways.

(Construction of Street Tramways in the parishes of Acton and Ealing, in the county of Middlesex; Repeal and Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made by Robert Nicol Reid and James Reid, and others, 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 authorize the making, forming, laying down, and maintaining the several tramways hereinafter described, or some or one of such tramways respectively, with all necessary and proper rails, points, plates, sleepers, works, and conveniences (that is to say):

Tramway No. 1.

Wholly in the parish of Acton, in Uxbridge-road, commencing by a junction with the existing tramway, authorized by the Shepherd's-bush and Priory-road Acton Order, 1876, at its point of termination near Grove-road, passing thence westward along Uxbridge-road, and terminating therein at a point opposite Horn-lane.

The tramway will be a single line throughout. The total length of this tramway will be 1 furlong $5\frac{1}{2}$ chains of single line.

Tramway, No. 2.

Commencing in the parish of Acton, at the point of termination of Tramway No. 1, passing thence westward along Uxbridge-road, and the parts thereof known as High-street, Acton, and Acton-hill, and terminating in Broadway, Uxbridge-road, in the parish of Ealing, at a point where High-street, Ealing, joins the Uxbridge-road.

This tramway will be a single line except between the following points, where it will be a double line:—From a point opposite Mill Hill-grove, Acton, to a point opposite King-street, Acton.

Between two points respectively 22 yards and 88 yards westward from the west side of the offices of the Local Board.

Between two points respectively 143 yards and 209 yards westward from Green-lane, opposite East Lodge, Acton.

Between two points respectively 33 yards east from and 33 yards west from the centre of the bridge carrying the Uxbridge-road over the Metropolitan District Railway at Ealing Common Station.

Between two points respectively 150 yards and 216 yards eastward of the mile post, indicating 6 miles from London and 9 miles from Uxbridge.

Between a point 50 yards eastward of Florence-road, Ealing, and a point 1 chain eastward from the termination of the tramway.

The total length of this tramway will be 1 mile 4 furlongs $2\frac{1}{2}$ chains, of which 1 mile 1 furlong $6\frac{1}{2}$ chains will be single line, and 3 furlongs $6\frac{1}{2}$ chains double line.

The proposed tramways will be made and pass from, in, through, or into the parishes of Acton and Ealing.

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.

In Uxbridge-road, on the north side thereof between two points respectively 44 yards and 154 yards west of Grove-road. In Uxbridge-road, on the north side thereof from the termination of the tramway to a point 150 yards eastward therefrom.

Tramway No. 2.

In Uxbridge-road, on both sides thereof between Mill Hill-grove and a point 33 yards west of King-street.

In Uxbridge-road, on both sides between two points 143 yards and 209 yards westward of Green-lane aforesaid.

In Uxbridge-road, on both sides thereof between two points 33 yards east and 33 yards west of the centre of the bridge carrying the Uxbridge-road over the Metropolitan District Railway at Ealing Common Station.

Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches.

It is not proposed to run on any of the said 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, turn-outs, and other works as may be necessary for 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 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.

Notice is also given, that duplicate plans and sections of the proposed tramways and works, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; a copy of such plans, sections, and Gazette 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 a copy of such plans and sections, together with a copy of the Gazette notice, will be deposited at the office of the Clerk of the Parliaments, House of Lords; and at the Private Bill Office, House of Commons.

Notice is also given, that a copy of so much of the plans and sections as relates to each district, parish, township, or extra-parochial place, from, in, through, or into which the intended tramways and works, or any part of them, will be made or pass, together with a copy of the Gazette notice, will be deposited for public inspection as follows: With respect to Ealing, with the Clerk of the Ealing Local Board, at his office at Ealing; with respect to Acton, with the Clerk of the Acton

Local Board, at his office at Acton; with respect to each such parish with the parish clerk thereof at his residence; and with respect to any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence. All the before-mentioned deposits will be made on or before the 30th 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 15th day of January, 1881, 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.

Dated this 16th day of November, 1880.

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

Board of Trade.—Session 1881.

**Walsall, Wednesbury, and West Bromwich
Extension Tramways.**

(Construction of Tramways in the Borough of Walsall, and the Parishes of Wednesbury, West Bromwich, Handsworth, and Tipton, all 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, authorizing 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, and the parishes of Wednesbury, West Bromwich, Handsworth, and Tipton, all in the county of Stafford.

Tramway No. 1.

Partly in the township of the Foreign of Walsall in the parish of Walsall, and partly in the parish of Wednesbury, and partly in the parish of West Bromwich, all in the county of Stafford.

Tramway No. 1 commencing at the Pleck in the Wednesbury-road, in the township of the Foreign of Walsall at the junction of that road with the Darlaston-road, and thence continuing in a southerly direction along the road from Walsall to Wednesbury Market-place, through Wednesbury-road, Wood Green, and Walsall-street and Oakeswell End, and thence continuing through Wednesbury Market-place, and along the road leading from Wednesbury Market-place towards Birmingham, through Lower High-street and Bridge-street, and over the Wednesbury Bridge in the parish of Wednesbury, and thence

through Holloway Bank, Hill Top, Black Lake, Old Meeting-street, and Carter's Green, in the parish of West Bromwich, and terminating at Carter's Green, in the parish of West Bromwich, at a point 3.13 chains south of a point in the line of tramway opposite the gates of the chapel at Carter's Green.

Tramway No 1 will be double throughout except at the following places, namely:—

In Walsall.

In Wednesbury-road between a point 32.39 chains south of the commencement of the tramway, and another point 1.24 chains south of the same point, where it will be a single line.

In Wednesbury and Walsall.

In Wednesbury-road and Wood Green between a point 6.22 chains south of the above-mentioned single line, and another point 14 chains south of such last mentioned point, where it will be a single line.

In Wednesbury.

In Wood Green between a point 19.10 chains south of the last mentioned single line, and another point in Wood Green 2.94 chains south of such last mentioned point, where it will be a single line.

In Wood Green between a point 8.54 chains south of the last mentioned single line, and another point 9.50 chains south of such last mentioned point, where it will be a single line.

In Wood Green and Walsall-street between a point 17.30 chains south of the last mentioned single line, and another point 8.31 chains south of such last mentioned point, where it will be a single line.

In Oakeswell End and Market-place, between a point 3.58 chains south of the last mentioned single line, and another point 17.16 chains west of such last mentioned point, where it will be a single line.

In Lower High-street between a point 5 chains south of the last-mentioned single line and another point 13 chains south of such last-mentioned point, where it will be a single line.

In Bridge-street between a point 4.28 chains south of the last-mentioned single line and another point 7.12 chains south of such last-mentioned point, where it will be a single line.

In Bridge-street between a point 3.70 chains south of the last-mentioned single line and another point 1.84 chains south of the last-mentioned point, where it will be a single line.

In Wednesbury and West Bromwich.

In Bridge-street and Holloway Bank between a point 3.28 chains south of the last-mentioned single line and another point 6.08 chains south of such last-mentioned point, where it will be a single line.

Tramway No. 2,

Partly in the parish of West Bromwich and partly in parish of Handsworth, both in the county of Stafford.

Tramway No. 2, commencing at the termination of Tramway No. 1, at Carter's Green, in the parish of West Bromwich, and thence continuing in a south-easterly direction along Carter's Green, High-street, and the Birmingham-road, in the parish of West Bromwich, and along Holyhead-road, in the parish of Handsworth, and terminating in the said Holyhead-road at the northern terminus of the existing tramway in the same road near the New Inn, in the parish of Handsworth aforesaid.

Tramway No. 2 will be double throughout.

Tramway No. 3,

Partly in the parish of West Bromwich and partly in the parish of Tipton, both in the county of Stafford.

Tramway No. 3, commencing at the junction

of Tramway No. 1 with Tramway No. 2, at Carter's Green, in the parish of West Bromwich, and thence continuing generally in a westerly direction along the Dudley-road, Dudley-street, Swan Village, Great Bridge-street, and Great Bridge, and terminating in the parish of Tipton, at the junction of New-road with Great Bridge, in front of the Limerick Inn, in Great Bridge.

Tramway No. 3 will be double throughout except at the following places, namely:—

In West Bromwich.

In Swan Village and Great Bridge-street between a point 54.57 chains north-west from the commencement of Tramway No. 3, and another point 1.67 chains north-west from such last-mentioned point, where it will be a single line.

In Great Bridge-street between a point 17.08 chains north-west from the last-mentioned single line, and another point 4.52 chains north-west from such last-mentioned point, where it will be a single line.

In Great Bridge-street between a point 9.11 chains north-west of the last-mentioned single line, and another point 5.08 chains north-west from such last-mentioned point, where it will be a single line.

In Great Bridge between a point 5.83 chains north-west of the last-mentioned single line, and another point 1.30 chains north-west of the said last-mentioned point, where it will be a single line.

In Great Bridge between a point 6.78 chains north-west of the last-mentioned single line and another point 1 chain north-west of such last-mentioned point, where it will be a single line.

It is proposed to lay the Tramway No. 1 at the respective points hereinafter mentioned, so that on both sides of the respective streets hereinafter mentioned, for a distance of upwards of 30 feet at each point, a less space than 9 feet 6 inches will intervene between the outside of the footpath on each side of the streets or roads hereinafter mentioned respectively and the nearest rail of the tramway (that is to say):

In Walsall.

In Wednesbury-road between a point (hereinafter referred to as point *a*) being 0.31 chains south of the northern end of the wing wall of the bridge, carrying the road over the Grand Junction Railway there and another point being 0.92 chains south of point *a*.

In Wednesbury.

In Oakeswell End between a point (hereinafter referred to as point *b*) being 0.20 chains west of the junction of the centre line of Pritchard-street, with the centre line of Oakeswell End, and another point being 3.90 chains west of point *b*.

In Oakeswell End between a point (hereinafter referred to as point *c*) being 1.25 chains south of a point in the line of tramway opposite the south-western corner of the Free Library, and another point being 1.40 chains south of point *c*.

In Lower High-street between a point (hereinafter referred to as point *d*) being 0.43 chains south of the junction of the centre line of Russell-street, with the centre line of Lower High-street, and another point being 2.33 chains south of point *d*.

In Bridge-street between a point (hereinafter referred to as point *e*) being 2.60 chains north of the parish boundary, at the bridge between Wednesbury and West Bromwich, and another point being 1.28 chains south of point *e*.

In all cases above-mentioned distances are measured along the line of tramway.

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, and the other local authorities through whose districts the tramways are to pass, or any of them, 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 or other local authorities.

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 licences 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 30th 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 Local Board of Wednesbury, in the county of Stafford, at their office, at the Town Hall, Wednesbury;

with the West Bromwich Improvement Commissioners, at their office at the Town Hall, West Bromwich, in the county of Stafford; with the Local Board of Handsworth, in the county of Stafford, at their office, at the Public Buildings, Handsworth; with the Local Board of Tipton, in the county of Stafford, at their office at Tipton; with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and with the parish clerks of the parishes of Walsall, Wednesbury, West Bromwich, Handsworth, and Tipton, in the county of Stafford; at their respective residences; 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, 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 objection respecting the application, may do so by letter, addressed to the Assistant-Secretary of the Railway Department of the Board of Trade, on or before the 15th 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 19th day of November, 1880.

Wilkinson and Gillespie, Walsall, Solicitors for the Promoters.

Sharpe, Parkers, Pritchard and Sharpe, 41, Bedford-row, London, and 9, Bridge-street, Westminster, Parliamentary Agents.

In Parliament—Session 1881.

Westgate and Birchington Gas.

(Incorporation of Company; Powers to supply Gas to parishes and places of Birchington, Westgate, Acol, St. John the Baptist and Minster, in the Isle of Thanet; Provisions as to acquisition of existing Gasworks at Birchington; Powers to maintain existing Gasworks and construct new Works for the manufacture and storage of Gas and residual products; Powers to manufacture and provide stoves, engines, cooking, heating, and other machinery and appliances, and to acquire Patent rights; Agreements with authorities and persons; Other powers; Amendment or repeal of Acts).

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

1. To incorporate a Company (hereinafter called "the Company"), and to confer upon the Company all necessary powers for supplying with gas, for public and private purposes, the parishes and places following, or some of them, or some part or parts thereof respectively (hereinafter referred to as the limits of supply), that is to say:

Birchington, Acol, Westgate-on-Sea, and so much and such parts of the parishes of St. John the Baptist and Minster, all in the Isle of Thanet, in the county of Kent, as is situate

and lies to the westward of an imaginary line commencing on the sea-shore at the eastern side of the northern end of the road which commences at the sea-shore and passes thence in a southerly direction eastward of the Beach House Hotel, crossing the Westgate-road and proceeding to the London, Chatham and Dover Railway, thence crossing that railway and proceeding in a direction due south for a distance of 500 feet, thence proceeding in a south-westerly direction along the southern side of Street Hill-road until it (the said imaginary line) joins the boundary between Minster detached No. 1, and the parish of St. John the Baptist, thence proceeding along that boundary southward until that boundary joins the boundary of the parish of Acol.

2. To authorise the Company to purchase and acquire or to vest, or to provide for the vesting in the Company, and to authorise them to hold and use the piece of land hereinafter described, together with the gasworks now erected and standing thereon (known as the Birchington Gasworks), and the retorts, gasometers, erections, buildings, mains, pipes, stock, plant, estate, rights, powers, privileges, easements, licences, contracts, agreements and property of what nature or kind soever belonging to or connected therewith, all of which works are hereafter referred to as the existing gasworks.

3. To authorise the Company, on the said piece of land hereinafter described, or any part thereof, to maintain, alter, improve, enlarge, extend and renew or discontinue the existing gasworks, and to erect, make, maintain, alter, improve, enlarge, extend and renew and discontinue new gasworks retorts, gasometers, receivers, purifiers, drains, sewers, mains, pipes, meters, machinery and other apparatus, works and conveniences, for the manufacture, conversion, utilization, storage and supply of gas, coke and other residual products obtained in the manufacture of gas and matters producible therefrom, and to make, store and supply gas, and to manufacture, convert, store, sell, supply and deal in coke, tar, pitch, lime, ammoniacal liquor, oil and other residual products arising or resulting from the manufacture of gas and matters producible therefrom, and also meters, tubes, pipes, burners, fittings, apparatus and other articles and things in any way connected with the supply of gas, and to erect, fit up, maintain, and let houses, cottages and dwellings for their officers and servants.

The piece of land above referred to is:—

A piece or parcel of land on which the existing gasworks are erected, situate in the parish of Birchington aforesaid, and bounded on the north by the Canterbury-road, on the east by a road leading from the said Canterbury-road into the village of Birchington, on the south by sheds now or lately belonging to Thomas Dennett, and in the occupation of Frederick Henry Watson, and on the west partly by garden ground now or lately belonging to Thomas Grey, and in the occupation of Lewis Shrubsole, and partly by workshops and premises now or lately belonging to Alvenia Wilson, and in the occupation of Thomas Harty Fairbank Wilson.

4. To authorise the Company to purchase by agreement, and hold and to take on lease, and to take grants of easements over any lands, houses and other hereditaments within the limits of supply which may be required for the purposes of the existing and intended gasworks, or otherwise requisite or desirable for the purposes of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses and hereditaments, and from time to time to sell,

let, or otherwise dispose of any lands, houses, or other property belonging to the Company, and which may not be required for the purposes of their undertaking.

5. To authorise the Company to maintain, take up, alter and repair existing mains, pipes and other works belonging to or connected with the existing gasworks, and to lay down, maintain, take up, alter and repair additional mains, pipes and other works in, through, under, over, across and along and for any of the purposes aforesaid, to cross, break open, alter, divert, stop up, or otherwise interfere with either temporarily or permanently any turnpike or other roads, highways, footways, streets, public places, bridges, canals, navigations, towing paths, railways, tramways, works, pipes, sewers, drains, rivers, streams, brooks and watercourses so far as may be necessary or convenient for all or any of the purposes of the Bill.

6. To authorise the Company to manufacture purchase, provide, sell, let on hire, and fix stoves, ranges, meters, fittings, engines, machinery, apparatus and appliances for lighting, for motive power, for heating, cooking, ventilating, manufacturing, agricultural, industrial or any other purpose whatsoever, and to supply or work the same by means of gas.

7. To authorise the Company to levy and receive rates, rents and charges, differential and otherwise, for or in respect of the supply of gas, and for the sale and hire of meters, fittings, stoves, ranges, engines, machinery, apparatus and appliances, and to alter existing rates, rents and charges, and to confer, vary and extinguish exemptions from the payment of rates, rents and charges.

8. To authorise the Company to acquire, hold, and use patent rights or licences or authorities under letters patent for the use of any invention relative to the manufacture, conversion, utilization, or distribution of gas and residual products, and with reference to the manufacture, supply, working or use of any cooking or heating apparatus, engines, machinery, fittings, appliances, and other things relating to the objects and matters hereinbefore mentioned or referred to.

9. To authorise the Company and any sanitary authority, local board, or other local authority, company, body, or persons, to enter into and carry into effect contracts or agreements, for or with respect to the supply by the Company of gas and of fittings, engines, machinery, apparatus, appliances, and other things, and any matters incidental thereto.

10. To confer upon the Company all other rights, powers, privileges and authorities necessary or convenient for carrying into complete and full effect the objects and purposes of the Bill, and to vary and extinguish all rights and privileges which would in any manner impede or interfere with those objects and purposes and to confer, vary and extinguish other rights and privileges.

11. To incorporate with the Bill, with such variations and modifications as may be deemed expedient, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" The "Lands Clauses Consolidation Acts, 1845, 1860 and 1869;" "The Gasworks Clauses Act, 1847;" "The Gasworks Clauses Act, 1871;" and to alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes of the Bill, all or some of the provisions of the local and personal Acts following (that is to say): 5 Geo. 4, cap. 75; 40 and 41 Vic., cap. 163; and all other Acts (if any) relating to the Isle of Thanet Gas

Light and Coke Company, and all other Acts (if any) which may relate to or be affected by any of the objects of the Bill.

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

Dated this 15th day of November, 1880.

Parkers, 17, Bedford-row, London, Solicitors.
Toogood and Ball, 16, Parliament-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1881.

Caledonian Railway.

(Bridge Street Station).

(Acquisition by Caledonian Railway Company of Station in Bridge Street, Glasgow, and Lines, Works, and Property connected therewith, belonging to themselves and to the Glasgow and South Western Railway Company jointly, and to the latter Company separately; Agreements relative thereto; Tolls, Rates, and Charges; Additional Share and Loan Capital; Alteration of Rights and Privileges; 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 (hereinafter called "the Bill") for the purposes following or some of them that is to say:—

To empower the Caledonian Railway Company (hereinafter called "the Company") to acquire, compulsorily or by agreement, upon such terms and conditions as shall be prescribed by or under the provisions of the Bill, and to enter upon, take, and use as their own exclusive property, subject to such restrictions and rights of user (if any) as may be prescribed by the Bill, the railway station in the city of Glasgow, known as the Bridge Street Station, belonging to the Company and the Glasgow and South Western Railway Company (hereinafter called "the two Companies") jointly, and the lines of railway, works, conveniences, buildings, and other property connected therewith and adjoining thereto, belonging in part to the two Companies jointly and in part to the Glasgow and South Western Railway Company (hereinafter called "the South Western Company") separately, or any part or parts thereof, all lying between Bridge-street on the east, Cook-street on the south, Commerce-street on the west, and Clyde-place on the north, and all situate within the parishes of Govan and Gorbals, or one of them, the city of Glasgow, and the county of Lanark.

To empower the Company and the South Western Company to enter into agreements with each other with reference to the acquisition aforesaid, and matters connected therewith, and to confirm any such agreements that may have been entered into.

To empower the Company to levy and recover tolls, rates, and charges, for the use of the said station, lines of railway, works, and conveniences, and the conveyance and accommodation of traffic thereon and thereat, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for the purposes of the Bill; as also to apply towards those purposes any capital or funds belonging to or authorised to be raised by the Company, which may not be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all existing rights and privileges connected with the station, lines of railway, works, conveniences, buildings, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend, and so far as necessary for any of the purposes aforesaid, to repeal the provisions of the following Acts that is to say:—The Caledonian Railway Act, 1845, and the several other Acts relating to the Company, and to the undertakings belonging to or held in lease, or worked by them; the Glasgow and South Western Railway Consolidation Act, 1855, and the several other Acts relating to the South Western Company, and to the undertakings belonging to or held in lease, or worked by them; the Local Acts, 1 Vict., caps. 116 and 117; 3 Vict., cap. 53; 3 and 4 Vict., cap. 107; 5 Vict. (Session 2), cap. 29; 8 and 9 Vict., cap. 95; 9 Vict., cap. 60; 10 and 11 Vict., cap. 169; 11 and 12 Vict., cap. 84; 27 and 28 Vict., cap. 132; and 37 and 38 Vict., cap. 94; and any other Acts relating to the said station, lines of railway, works, and conveniences, or to the Joint Line of railway between Glasgow and Paisley, and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the two Companies.

Plans, describing the lands, houses, and property, in respect of which compulsory powers of acquisition are proposed to be applied for as aforesaid, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and copies of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Glasgow of the principal Sheriff Clerk of the county of Lanark; and copies of so much of the said plans and books of reference as relate to the respective parishes hereinbefore mentioned, and to the City of Glasgow, with copies of this notice, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say, so far as respects each of the said parishes with the Session Clerk of such parish, at his residence; and so far as respects the said city, with the Town Clerk thereof, at his office in Glasgow.

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 19th day of November, 1880.

James Kerr, Glasgow.

Grahames, Warillaw, and Currey, 30, Great George-street, Westminster.

In Parliament.—Session 1881.

Matlock Waterworks.

(New Reservoir and Works; Purchase of Lands and Easements, Compulsory and by Agreement; Diversion of Water from Bentley Brook; Additional Capital; Alteration of Rate of Dividend; Amendment and Repeal of Act.)

THE Matlock Waterworks Company (hereinafter called the Company) intend to apply to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following among other purposes.

(1) To authorise the Company to construct and maintain wholly in the parish of Matlock, in the county of Derby, the following works (that is to say):—

An aqueduct, conduit, or line of pipes, commencing in a plantation belonging to William Lucas, adjoining the north side of the occupation road leading from the Matlock and Chesterfield-road to a farm belonging to and in the occupation of the said William Lucas, about 220 yards northward of the junction of the said occupation road with the said Matlock and Chesterfield-road, at a point near the south-east corner of the said plantation, and terminating at the tank or storage reservoir next hereinafter described.

A tank or storage reservoir to be situate in a field known as the Rough Pasture, belonging to and in the occupation of the said William Lucas, and adjoining the said plantation, and near the southern fence thereof.

An aqueduct, conduit, or line of pipes, commencing at the said tank or storage reservoir, and terminating at the existing reservoir of the said Company, situate in a field belonging to and in the occupation of the Company, and at a distance of 400 yards from the said occupation road.

An aqueduct, conduit, or line of pipes, commencing in a field known as the Three Cornered Piece, adjoining the said Matlock and Chesterfield-road, belonging to Richard Young, and in the occupation of William Young, and terminating in the said Matlock and Chesterfield-road by a junction with the aqueduct or conduit lastly hereinbefore described.

Together with all needful cuts, channels, tunnels, filter beds, outlets, gauges, tanks, engines, machinery, apparatus, works, and conveniences in connection with or necessary, or convenient for the proposed works, or ancillary thereto, or as may be convenient or necessary for the collecting, impounding, and delivery in and out of the said intended works the streams, springs, and waters hereafter mentioned.

2. To enable the Company to deviate from the lines and levels of the proposed works, both vertically and horizontally, to the extent prescribed by the Bill.

3. To enable the Company to divert into the said intended aqueducts, and to collect, and impound, take, use, and appropriate, for the purposes of their undertaking, all such streams, springs, and waters, as can be intercepted by the proposed works, or as may be found in or under any of the lands for the time being belonging to the Company, and especially the springs in the said plantation, and the three-cornered piece, and the waters thereof. The said waters now flow, or proceed into the stream, known as "Bentley Brook, and thence into the rivers Derwent, Trent, and Humber, and the Cromford Canal.

4. To authorise the Company to lay down and maintain pipes and apparatus in, over, and across, and for that purpose to break up, and interfere with roads, lanes, rivers, watercourses, streams, sewers, drains, and pipes.

5. To enable the Company to acquire compulsorily, or by agreement, and to hold lands, easements, waters, and property, for all or any of the purposes of the Bill, and to demand and take rents and charges for the supply of water.

6. To alter, so far as may be necessary for the purpose of the intended Bill, the Matlock Water Works Act, 1860, and any other Act relating to the Company, and especially to repeal Section 6 of the said Act, limiting the rate of dividend that may be paid on shares, and so much of Section 12 of the said Act, as relates to the qualification of Directors of the Company, and to make other provisions instead thereof, and to

alter the scale of rents and charges to be taken and made by the Company.

7. The Bill will authorise the Company to raise further sums of money for the purposes of the Bill, also for the general purposes of their undertaking by the creation of new shares or stock, with or without a guaranteed or preferential dividend, or other special rights or privileges attached thereto, or by borrowing, or by the creation of debenture stock, or by any of such means, and also to apply to all or any such purposes any capital or funds now belonging to the Company, or hereafter to belong to them or under the control of their Directors.

8. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer upon the Company all such other rights and privileges as may be necessary for any of the purposes of the Bill, and will incorporate with itself, with or without variation, the necessary provisions of, among other Acts, the following, namely: "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and "The Waterworks Clauses Acts, 1847, and 1863," and also such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

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

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

Dated this 10th day of November, 1880.

Thomas H. Neubold, Matlock, Solicitor.

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

In Parliament.—Session 1881.

Staines and West Drayton Railway.
(Extension of Time for completion of Railway; Substituted Junctions with Uxbridge Branch of Great Western Railway near West Drayton; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that the Staines and West Drayton Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to enable the Company to exercise the powers and effect the objects following, or some of them, viz.:—

To extend the time limited by "The Staines and West Drayton Railway Act, 1878," for the completion of the Railways and Works authorised by "The Staines and West Drayton Railway Act, 1873," except the portion of Railway No. 1, described in and authorised by the last-mentioned Act, which is proposed to be abandoned as hereinafter mentioned.

To abandon the junction with the Great Western Railway, near West Drayton, authorised by "The Staines and West Drayton Railway Act, 1873, and so much of Railway No. 1 authorised by that Act as was intended to be situated

between such junction and the commencement of the new portion of Railway first hereinafter described; to repeal section 6 of the said Act of 1873; and in substitution for the junction so to be abandoned to make and maintain the new portions of Railway next hereinafter described, with all necessary junctions, approaches, stations, sidings, works, and conveniences connected therewith (that is to say):—

1. A Railway commencing in the parish of Iver, in the county of Buckingham, at a point on the centre line of Railway No. 1 authorised by "The Staines and West Drayton Railway Act, 1873," about one chain northward of the northern side of the River Colne, and about two furlongs and five chains from the commencement of the said authorised Railway No. 1, as shown on the plans of that Railway deposited with the Clerk of the Peace of the County of Buckingham, in the month of November, 1872, thence passing in a northerly direction under the main line of the Great Western Railway, and terminating in the parish of Hillingdon, in the County of Middlesex, by a junction with the Uxbridge Branch of the Great Western Railway, at or near the distance post on that Branch Railway denoting 13½ miles from Paddington.

2. A Railway commencing in the said parish of Hillingdon by a junction with the said intended Railway (1) before described, at a point distant about 20 yards northward of the fence on the north side of the main line of the Great Western Railway, and about 30 yards eastward of the place where that main line crosses Bigley Ditch, and terminating in the same parish by a junction with the said Uxbridge Branch Railway, at a point distant 120 yards or thereabouts, measured in a northerly direction along that Branch Railway from the distance post thereon denoting 13½ miles from Paddington.

The said intended Railways and Works will pass from, in, through, or into, or be situated within the parish of Iver, in the county of Buckingham, and the parish of Hillingdon, in the county of Middlesex.

To cross, stop up, alter, or divert, temporarily, or permanently, any turnpike roads, highways, footpaths, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, and drains, within or adjoining the aforesaid parishes, with which it may be necessary to interfere for the purposes of the said intended Railways and Works connected therewith.

To purchase, by compulsion or agreement, lands, houses, and hereditaments, and to acquire easements over lands and hereditaments for the purposes of the intended railways and works, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and charges similar to those authorised by the said Act of 1873, in respect of the said intended railways and works; to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges.

To apply to the purposes of the Bill, the funds raised and authorised to be raised under the powers of the said Act of 1873, and to raise additional capital for those purposes and the general purposes of their undertaking by the creation and issue of new shares or stock, with or without a preferential dividend or other rights or privileges attached thereto, and by borrowing on mortgage, or by the creation and issue of debenture stock.

The Bill will vary or extinguish any rights or privileges which would interfere with the aforesaid objects, and confer other rights and privileges; and it will incorporate all or some of the provisions of "The Lands Clauses Consolidation Acts, 1845 and 1860"; "The Railways Clauses Consolidation Act, 1845"; "The Railways Clauses Act, 1863"; "The Companies Clauses Consolidation Act, 1845"; and "The Companies Clauses Acts, 1863 and 1869"; and it will or may alter, amend or repeal some of the provisions of "The Staines and West Drayton Railway Acts, 1873 and 1878."

And notice is hereby given, that on or before the 30th day of the present month of November, plans and sections of the said intended railways and works, together with a book of reference to such plans, a map with the lines of the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell-green, and with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury, and on or before the 30th day of the present month of November a copy of so much of the said plans, sections, and book of reference, as relates to each parish, from, in, through, or into which the said railways and works will be made or situate, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish, at his residence.

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

Dated this 10th day of November, 1880.

H. Parkinson and Co., 53, Chancery-lane,
London, Solicitors for the Bill;
William Bell, 27, Great George-street,
Westminster Parliamentary, Agent.

Board of Trade—Session 1881.

Weston-super-Mare Pier.

(Application to the Board of Trade for a Provisional Order for Powers to raise Additional Capital, by Shares or otherwise; to borrow Moneys; to cause such new Share and Loan Capital to rank in priority to all other Share and Loan Capital of the Company; Power to Sell, Lease, or Amalgamate the Undertaking; Power to Lease Tolls, to grant building or other Leases of any lands belonging to the Company; Alteration and Increase of Tolls, Rates, &c.; Alteration, Amendment or Repeal of the whole or any part or parts respectively of "The Weston-Super-Mare Pier Act, 1862," and "The Weston-super-Mare Pier Act, 1864," and particularly Sections 10, 27, 28, 41, 43 and 45 of the Act of 1862; Incorporation of Acts, and other purposes.)

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 Weston-super-Mare Pier Company, hereinafter called "the Company," intend to apply on or before the 23rd December, 1880, to the Board of Trade for a Provisional Order (hereinafter referred to as "the Order") for the following, or some of the following, amongst other powers (that is to say):—

To authorise 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, and to authorise the conversion into stock of all or any part of the existing share capital, or of the share capital to be authorised by the intended Act. To provide that such share and loan capital or such part or parts thereof respectively as may be prescribed by the Order, shall rank in priority to the whole or such portion as may be prescribed by the Order of the existing share and loan capital of the Company, and to make other special conditions, and attach other special rights and privileges to such new share and loan capital as may be found necessary or expedient or shall be defined by the Order.

To confer upon the Company power to sell and convey, or to lease their undertaking, or any part or parts thereof, and to confer upon any Corporation, Company, persons, or person, power to purchase, or take, or lease such undertaking, or any part or parts thereof, and to confer upon the Company and upon any Corporation, Company, persons, or person, powers for the amalgamation of the undertaking of the Company.

To confer upon the Company power to lease either in perpetuity or for a term of years, the tolls, rates, and revenues of the Company, upon such terms and conditions as they shall think fit, or as shall be defined by the Order, and to grant building or other leases, of all or any lands belonging to the Company, which may not be required for the purposes of their undertaking.

To alter, amend, increase or diminish, the present authorised tolls and rates and duties of the Company, and to levy new tolls, rates and duties, as may be defined by the Order.

To provide that an annual meeting of the Company shall be held in the month of February, in each and every year, instead of the half yearly meetings now required to be held. To make further provisions for the settlement of disputes relating to damages and charges, and as to the ascertaining and recovery thereof.

To incorporate with the said Provisional Order all or some of the provisions of the Companies Clauses Acts, 1845, 1863, and 1869, and the Harbour, Docks, and Piers Clauses Act, 1847.

To repeal, amend, or alter all or some of the provisions of all or some of the following among other Acts (local and personal), that is to say:— an Act 25 and 26 Vict., c. 169, intituled "The Weston-super-Mare Pier Act, 1862"; an Act 27 and 28 Vict., c. 155, intituled "The Weston-super-Mare Pier (Extension) Act, 1864."

To vary or extinguish all existing rights and privileges, which would or might interfere with the powers to be sought for as aforesaid.

On or before the 30th day of November, 1880, a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Somerset, at his office at the city of Wells, in the said county, and at the office of the Board of Trade, Whitehall-gardens, London, and at the Custom House, at the city of Bristol.

Printed copies of the Draft Provisional Order will, on or before the 23rd day of December, 1880, be deposited at the office of the Board of Trade aforesaid; and on and after that date copies thereof will be supplied to all persons applying for the same, at the offices of Messrs. Bakers, Phillott, and James, Solicitors, Weston-super-Mare, and of Messrs. Wyatt, Hoskins and Hooker, 28, Parliament-street, Westminster, on payment of one shilling for each copy.

When the Provisional Order has been made and settled by the Board of Trade, printed copies thereof will be deposited for public inspection with the Clerk of the Peace for the county of

Somerset, at his office at the said city of Wells; and copies may be obtained upon application at the said offices of Messrs. Bakers, Phillott, and James, and at the said offices of Messrs. Wyatt, Hoskins and Hooker, at the price of one shilling for each copy.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the application, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall-gardens, London, on or before the 15th day of January, 1881, and a copy of such objections must at the same time be sent to Messrs. Bakers, Phillott and James, or to Messrs. Wyatt, Hoskins and Hooker, aforesaid; and in forwarding the objections to the Board of Trade the Objectors or their agents should state that this has been done.

Dated this 17th day of November, 1880.

Bakers, Phillott and James, Solicitors,
Weston-super-Mare.

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

In Parliament—Session 1881.

Ryton (Parish) Local Board (Water).

(Power to the Local Board to acquire by Agreement or Compulsion Lands, Easements, Water Rights and other Property; and to supply Water; and for other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Ryton (Parish) Local Board, acting as the Sanitary Authority for the Urban Sanitary District of Ryton, in the county of Durham (hereinafter called "the Local Board"), for an Act for the purposes following, or some of them, namely:—

To confer upon the Local Board all or some of the following powers (that is to say):—

To acquire by agreement or compulsion, and to take, collect, impound, use, divert and appropriate for the purposes of the Waterworks of the Local Board the water of all springs in the north-west portion of Chopwell Plantation, No. 279 on the Ordnance Map, in the township of Chopwell, in the parish or parochial chapelry of Winlaton or parish of Ryton, in the county of Durham; the spring in Inclosure 247 in the Ordnance Map, in the township of Chopwell, in the parish or parochial chapelry of Winlaton aforesaid, in the said county, four hundred and forty yards or thereabouts west of the Ashtree Farm; the springs in Inclosure No. 307 on the Ordnance Map, in the township of Chopwell aforesaid, three hundred and seventy yards or thereabouts west of West Chopwell Farm, all as shown in the plans deposited as hereinafter mentioned; and the waters of which springs now flow into the River Derwent, in the county of Durham, and all springs in the line of the Waterworks of the Local Board, or upon, under, arising in, or flowing through any of the lands the Local Board are or may be authorised to purchase or take, and other springs, streams, and waters which may be intercepted by their waterworks in or upon any lands acquired or to be acquired by them under the powers of the intended Act, or of the Public Health Act, 1875, or any Act amending the same, and to divert and distribute such waters.

To acquire by agreement or compulsion the following lands:—

1. A piece of land situate in Inclosure No. 247 on the Ordnance Map, in the township of Chopwell aforesaid, four hundred and forty

yards or thereabouts west of the Ashtree Farm, in the said township.

2. A piece of land situate in Chopwell Plantation, No. 279 on the Ordnance Map, in the township of Chopwell aforesaid, three hundred and seventy yards or thereabouts west of West Chopwell Farm, in the said township.
3. A piece of land situate in the township of Ryton Woodside, in the parish of Ryton, in the county of Durham, No. 491 on the Ordnance Map, one hundred and eighty yards or thereabouts in an easterly direction from Rockwood Hill House, in the said township of Ryton Woodside, in the parish of Ryton.
4. A piece of land situate in the township of Ryton Woodside, in the parish of Ryton, No. 226 on the Ordnance Map, one hundred and eighty yards or thereabouts in a north-easterly direction from St. John's Church or Chapel of Ease, in the said township of Ryton Woodside.

All of which lands are delineated and described on the plans deposited as hereinafter mentioned.

To acquire by agreement or compulsion all lands, buildings, easements, rights and privileges necessary for all or any of the purposes aforesaid, and to extinguish all rights and privileges inconsistent with such objects.

To purchase and acquire by compulsion or agreement, and hold other lands, houses, waters and other hereditaments and property, and also to take grants of or acquire easements over lands, houses, springs, streams, waters and all other hereditaments, for the purposes of the water undertaking.

To purchase and take by compulsion or agreement, or otherwise, and use any or all of the waters which the Local Board may be empowered to divert and impound, and all rights and privileges connected with such waters.

To incorporate all or some of the provisions of the following Acts, that is to say: "The Public Health Act, 1875," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Waterworks Clauses Act, 1847," and "The Waterworks Clauses Act, 1863," and such parts of "The Railways Clauses Consolidation Act, 1845," as relate to roads and the temporary occupation of lands.

And power will be taken in the intended Act to confer on the Local Board all necessary authorities for borrowing moneys, levying rates, and applying moneys in their hands to waterwork purposes; and to confer on the Local Board all such rights, authorities, powers and privileges which are or may be useful or necessary for carrying into effect the object of the intended Act; and to repeal, extinguish, vary, or modify all existing powers, rights, privileges and exemptions which would or could in any manner impede or interfere with the carrying into effect of any of the objects and purposes of the intended Act, or the execution of any of the powers thereof, and to confer, vary or extinguish other powers, rights, privileges or exemptions.

Duplicate plans of the lands and waters to be taken compulsorily for the purposes of the intended Act, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 30th day of November, 1880, with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, in the said county, and a copy of so much of the said plans and book of reference as relates to each of the parishes in which any lands to be taken compulsorily are situated, together with a copy of this Notice as published in the London Gazette, will be deposited

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

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

Dated this 16th day of November, 1880.

W. S. Darglish, Newcastle-upon-Tyne,
Solicitor for the Bill.

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

Board of Trade.—Session 1881.

Devonport Landing Stages.

(Application for a Provisional Order for powers to construct landing stages at Devonport, and to levy tolls, and for other purposes).

NOTICE is hereby given that the Mayor, Aldermen, and Burgesses of the borough of Devonport, in the county of Devon (hereinafter called "the Corporation"), intend to apply, on or before the 23rd day of December next, to the Board of Trade for a Provisional Order, pursuant to the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act 1861 Amendment Act; and that by such Order the Corporation will seek for all, or some of the powers following:—

To construct and maintain at Devonport, in the parish of Stoke Damerel, in the county of Devon, and in the Harbour of Hamoaze.

1 (a) A floating landing stage about 50 feet in length and about 25 feet in breadth, to be placed in the Harbour of Hamoaze at a distance of about 54 feet westwards from the western face of the quay or wharf which abuts northward on Pottery Quay and southwards on the Ferry Canal; and to be held in position by moorings of piles.

(b) A bridge or gangway to connect the quay or landing place first above mentioned with the intended landing stage.

2 (a) A floating landing stage about 100 feet in length and about 25 feet in breadth, to be placed in the Harbour of Hamoaze at a distance of about 80 feet westwards from the western face of the quay or wharf known as North Corner; and to be held in position by moorings of piles.

(b) A pier or projection about 25 feet in length and about 25 feet in breadth, to be added or attached to the southern end of the said quay or wharf known as North Corner.

(c) A bridge or gangway to connect the said intended pier or projection with the intended landing stage last above mentioned.

Together with all necessary or appropriate works, moorings, approaches, toll houses, toll gates, buildings, and other conveniences for the embarking and landing of passengers, animals, and goods of every description.

To dredge deepen, or otherwise improve or remove portions of the foreshore at or near the sites of the proposed works.

To deviate laterally from the lines of the intended works to the extent shown in the deposited plans, or to such extent as may be prescribed by the order, and to deviate vertically from the levels shown on the deposited sections to such extent as may be prescribed by the order.

To purchase, take on lease, or otherwise acquire lands and hereditaments necessary for the construction or user of the proposed works.

To levy tolls, rates, duties, and charges upon or in respect of the use of all or any of the proposed works; and to accept compositions in lieu of, and to confer, vary, or extinguish exemptions from, all or any of such tolls, rates, duties, and charges;

and to make provision for the application of such tolls, rates, duties and charges.

To borrow at interest on the security of all or any of such tolls, rates, duties and charges, either with or without the additional security of all or any of the rates leviable by the Corporation under a local Act passed in the 54th year of the reign of his late Majesty King George III, cap. 172 (hereinafter called "the Act of 1814"), or under the Municipal Corporation Act 1835, or the Public Health Act 1875, or any Act amending the same respectively, or any other Act in force within the borough, such sums as may be required for the execution of the proposed works; and to charge the said tolls, rates, duties, and charges, and the said rates or some or one of them with repayment of the sums borrowed, and to apply for the purposes of the proposed order any moneys in the hands of the Corporation arising from the sale of property and not otherwise specifically appropriated.

To appoint, pay, and remove collectors, weighers, and other officers and servants, and to define and regulate their powers, duties, and conduct.

To make, alter, and rescind bye-laws for the management, use, and protection of the proposed works, and for the regulation and control of persons, vessels, animals, vehicles, and goods of every description using, resorting to or brought to the same, and for any other purposes authorised by the order, and to impose penalties for the breach of any such bye-laws.

To provide that the proposed works shall, for all purposes of civil and criminal jurisdiction, be deemed to form part of the borough of Devonport to the exclusion of any similar jurisdiction.

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 Harbours, Docks, and Piers Clauses Act, 1847, and will or may repeal or vary some of the provisions of the Act of 1814.

And notice is hereby further given that on or before the 30th day of November, 1880, proper plans and sections of the proposed landing stages and works, and also a copy of this notice, as advertised and published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Devon, at his office in Exeter, at the office of the Board of Trade, Whitehall, London, and at the Custom House at Plymouth.

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 Town Clerk of Devonport, at his office, as undermentioned, at Devonport, in the county of Devon.

Dated this 19th day of November, 1880.

J. J. E. Venning, Town Clerk, 26, Ker-tree, Devonport.

Board of Trade—Session 1881.

Accrington and District Tramways.

(Construction of Tramways between Accrington, Oswaldtwistle, and Blackburn; Compulsory User, &c., of Streets; Tolls; Use of Steam or Mechanical Power.)

A PPLICATION 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 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 the following tramways, or some or one of them, that is to say:—

Tramway No. 1, commencing in Manchester-road, Accrington, at a point two chains south of Culvert-street, and passing along that road, Abbey-street, and Blackburn-road (late the Accrington branch of the Bury, Haslingden, Blackburn, and Whalley Trust), and terminating in the last mentioned road at a point one chain east of Commercial-street, Church.

Tramway No. 2, commencing by a junction with Tramway No 1 at its termination in the Blackburn-road, passing thence along Market-street and Union-road, Oswaldtwistle, and terminating opposite the southern end of the Dog Inn, in that road.

Tramway No. 3, commencing by a junction with Tramway No. 1 at its termination in the Blackburn-road, and passing along that road and the Accrington-road, and terminating at a point one chain east of Intack Inn.

Tramway No. 4, commencing by a junction with Tramway No. 3 at its termination in Accrington-road, passing along that road, Further Gate, Bottom Gate, Copy Nook, Higher Eanam, Eanam, Salford (as authorised to be widened by "The Blackburn Improvement Act, 1879") and Church-street, and terminating in the last-named street, opposite the eastern side of Victoria-street.

Tramway No. 5, commencing by a junction with Tramway No. 4 at its termination, passing along Church-street and Darwen-street, and terminating in the last-named street by a junction with the termination of the existing tramway of the Blackburn and Over-Darwen Tramways Company.

Tramway No. 6, commencing by a junction with the termination of the said existing tramway in Darwen-street, passing thence along Jubilee-street, Bridge-street, Railway-road, and Salford-bridge, and terminating by a junction with Tramway No. 4 at a point one chain east of Railway-road.

Tramway No 7, a short junction line, commencing in Darwen-street at a point half a chain north of Jubilee-street, and terminating in Jubilee-street at a point half a chain east of Darwen-street.

Tramway No. 8, a short junction line, commencing in Railway-road at a point one chain south of Salford-bridge and terminating in Church-street at a point half a chain west of Railway-road.

Tramway No. 9, commencing in Eanam by a junction with Tramway No. 4 at a point about one chain east of Vicar-street, passing along High-street and across Railway-road, and terminating by a junction with Tramway No. 6 at a point in Bridge-street $1\frac{1}{2}$ chains south of Railway-road.

Tramway No. 10, a short junction line, commencing in High-street at a point half a chain east of Railway-road and terminating in Railway-road at a point $1\frac{1}{2}$ chains north of High-street.

The above described tramways will be laid as single lines except at the following places:—

Tramway No. 1, in Manchester-road between points one chain south and $2\frac{1}{2}$ chains north of Culvert-street; in Abbey-street between points half a chain south and $1\frac{1}{2}$ chains north of Warner-street; in Blackburn-road between points one chain east and one chain west of Birch-street; in Blackburn-road between points one chain east and one chain

west of Scaitcliffe-street; in Blackburn-road between points respectively opposite to and two chains west of the western side of the Catholic Chapel; in Blackburn-road between points one chain west and $3\frac{1}{2}$ chains west of Oswald-street, Church.

Tramway No. 2, in Union-road between points $1\frac{1}{2}$ chains north and one chain south of Collier-street; in Union-road between points $1\frac{1}{2}$ chains north and one chain south of Rhyd-dings-street; and in Union-road between points $1\frac{1}{2}$ chains north and half a chain south of New-lane.

Tramway No. 3, in Blackburn-road between points 11 chains and 13 chains west of the boundary between the township of Oswaldtwistle and Church, where the said boundary crosses the Blackburn-road; also between points $3\frac{1}{2}$ chains and one chain east of Aspen-lane; also between points 12 chains and $14\frac{1}{2}$ chains west of the Spread Eagle Inn; also between points three chains and half a chain east of the Old Mother Red Cap Inn.

Tramway No. 4, in Accrington-road between points three chains and $5\frac{1}{2}$ chains west from the commencement of the tramway; in Accrington-road between points half a chain and three chains west of Audley-range; in Bottom-gate between points half a chain and $2\frac{1}{2}$ chains west of Burnley-road; in Higher Eanam between points three chains and one chain east of Cook-street; in Eanam between points half a chain east and two chains west of Eanam Old-road; and in Church-street between points half a chain and three chains west of Railway-road.

The hereinbefore described tramways will pass from, through, or into the townships or places following, or some of them, that is to say, Old Accrington, New Accrington, Church, and Oswaldtwistle, in the parish of Whalley, and Blackburn, in the parish of Blackburn, all in the county of Lancaster.

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 both sides of the streets or roads, and the nearest rail of the tramway (that is to say):

Tramway No. 1, for the entire length of the double portions thereof above described, and also in Blackburn-road, between Abbey-street and Bridge-street.

Tramway No. 2, for the entire length of the double portions thereof above described; also in Market-street, between Blackburn-road and a point half a chain north of Ainsworth-street; also in Market-street for a distance of 15 yards on each side of the railway bridge; in Union-road for a length of 20 yards opposite the Castle Inn; also in Union-road, between points $1\frac{1}{2}$ chains north and $1\frac{1}{2}$ chains south of Moscow-place; in Union-road between Mill-hill and Stone-bridge-lane; also between James-street and Simpson-street; and also between Roe-greave-lane and White Ash lane.

Tramway No. 3, for the entire length of the double portions thereof above described.

Tramway No. 4, in Higher Eanam, between points three chains and one chain east of Cook-street.

Tramway No. 5, in Church-street, between Victoria-street and a point one chain east of Darwen-street; in Darwen-street, between points one chain south of Church-street and one chain north of Jubilee-street.

Tramway No. 6, for its entire length in Jubilee-street, Bridge-street, and Railway-road.

No. 24906.

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Tramway No. 7, for its entire length in Jubilee-street and in Darwen-street.

Tramway No. 9, for the entire length of High-street.

The tramways are intended to be constructed on a gauge of four feet.

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 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 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 Order.

To empower the Promoters to hold and acquire patent and other rights or licenses to use patent rights in relation to tramways, or to any such locomotive power as aforesaid.

To enable the Local Boards, 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 and the Blackburn and Over Darwen Tramways Company to enter into and carry into effect any agreements and arrangements with respect to the construction, working, use, management and maintenance of their existing or intended tramways, or any of them, and with respect to the management, regulation and transmission of the traffic of the said tramways, and to the collection, apportionment and distribution of tolls, rates and charges arising from any such traffic, and to confirm any agreements which have been or may be made touching any of the matters aforesaid.

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 30th day of November, 1880, 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 Lancaster, at his office at Preston; with the Town Clerks of Blackburn and Accrington, and with the Clerks to the Local Boards of Oswaldtwistle and Church, 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 in or through which the tramways are proposed to be laid will be deposited with the parish clerk of each such parish, 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, 1880, 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 Mr. C. J. Hanly, Parliamentary Agent, 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 15th of January, 1881, 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, 1880.

J. and W. Eastham, Clitheroe, Solicitors for the Provisional Order.

C. J. Hanly, 22, Abingdon-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1881.

Brighton and Dyke Railway.

(Revival and Extension of Time for Purchase of Land and Extension of Time for Completion of Railway; Agreements with London, Brighton, and South Coast Railway Company; Amendment of Acts.)

NOTICE is hereby given, that the Brighton and Dyke Railway Company (hereinafter called "the Company") intend to apply to Parliament in the ensuing Session thereof, for leave to bring in a Bill to revive and extend the powers for the compulsory purchase of lands granted by the Brighton and Dyke Railway Act, 1877, for the purposes of the railway authorized by that Act; and also to extend the time limited by the said Act of 1877 for the completion of the said railway.

The Bill will authorize the Company and the London, Brighton, and South Coast Railway Company to enter into, and carry into effect, and rescind contracts and agreements with respect to the construction, working, use, management, and maintenance of the railway of the Company, and the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the railways of the contracting Companies; the supply and maintenance of engines, stock, and plant; the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective railways and works of the contracting Companies, or any part thereof, and the employment of officers and servants; and the Bill will authorize the London Brighton and South Coast Railway Company to

contribute and subscribe towards the capital of the Company, or guarantee dividends or interest on some portion of the Company's share and loan capital, and apply their funds towards any of the above-mentioned purposes, and it will also sanction and confirm any contract or agreement already made, or which previous to the passing of the Bill may be made, between the said Companies touching any of the matters aforesaid.

The Bill will vary or extinguish all rights, powers, and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Railways Clauses Act, 1863," and it will amend the provisions, or some of the provisions, of the Brighton and Dyke Railway Act, 1877, and of the Act (local) 9 and 10 Vict. cap. 283, and any other Act relating to the London, Brighton, and South Coast Railway Company.

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

Dated this 17th day of November, 1880.

Lamb and Evett, 14, Ship-street, Brighton, Solicitors.

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

In Parliament—Session 1881.

St. Helens and District Tramways Company.

(Extension of Time for Construction of certain Tramways authorised by the St. Helens and District Tramways Act, 1879; Repeal, Incorporation, and Amendment of Acts, and other purposes).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session, by the St. Helens and District Tramways Company (hereinafter called the Company), for an Act for the following purposes (that is to say):—

To extend the time limited by the St. Helens and District Tramways Act, 1879, for the construction of the following tramways by that Act authorised, and described in section 5 of that Act, namely, the whole of Tramways Nos. 4, 4A, 4B, 4C, 4D, 4E, 4F, 4G, 4H, 4I, 4K, 5, 5A, 5B, 5C, 5D, 6, 6A, 6B, 7 and 8, and to make such provision with reference to the completion of the said tramways as Parliament may authorise and the intended Act may prescribe.

The intended Act will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer upon the Company all such other rights and privileges as may be necessary for any of its purposes.

The intended Act will also amend, enlarge, extend, or repeal, so far as may be deemed expedient for the purposes thereof, the provisions or some of the provisions of "The Tramways Act, 1870," "The St. Helens and District Tramways Act, 1879," and any other Acts relating directly or indirectly to the Company or their undertaking.

Printed copies of the Bill for the intended Act, will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1880.

Dated this 12th day of November, 1880.

Hy. Landon Riley, 8, Hardshaw-street, St. Helens, Lancashire, Solicitor for the Bill.

Lewin and Gregory, 23, King-street, Parliament-street, Westminster, Parliamentary Agents.

Board of Trade—Session 1881.

Liverpool Tramways (Extension).

(Construction of Tramways in the City of Liverpool; Powers to Lease; to Use Tramways for Sanitary Purposes; to Use Steam or other Mechanical Power; and to enter into Agreements with the Mersey Docks and Harbour Board, the Liverpool Tramways Company, the Liverpool United Tramways and Omnibus Company (Limited), the Corporation, of Bootle-cum-Linacre, the Local Boards of Walton-on-the-hill, West Derby, Wavertree, and Toxteth-park, and the Liverpool United Gas Light Company.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Mayor, Aldermen, and Citizens of the city of Liverpool, in the county of Lancaster, acting by the council of the said city, as the local authority of the district of the said city (hereinafter called the "Promoters"), for a Provisional Order, pursuant to the provisions of "The Tramways Act, 1870," to authorise and empower the promoters to lay down, construct, and maintain, within the said city, 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, commencing in London-road, in the parish and city of Liverpool, opposite the west side of the north end of Saint Vincent-street by a junction with Tramway No. 1, authorised by "The Liverpool Tramways Order, 1879," and passing along Norton-street, Saint Anne-street, and Cazneau-street, and terminating in Scotland-road opposite the south side of the east end of Hornby-street by a junction with Tramway No. 3, constructed under "The Liverpool Tramways Act, 1868," in the parish and city of Liverpool.

A portion of Tramway No. 1 is proposed to be so laid in Norton-street that a less space than nine feet six inches will intervene between the outside of the footpath on the west side and the nearest rail of the tramway for a length of 2.1 chains or thereabouts between a point twenty lineal yards south of the south side of Blandford-street, and a point thirteen lineal yards north of the north side of Blandford-street.

A portion of Tramway No. 1 in St. Anne-street is proposed to be so laid that a less space than nine feet six inches will intervene between the outside of the footpath on the west side and the nearest rail of the tramway for lengths of 2.5 chains and 2.5 chains respectively at points between Wilton-street and Springfield, and between a point thirty-two lineal yards north of the north side of Queen Anne-street, and a point thirteen lineal yards south of the south end of Mansfield-street.

Tramway No. 1A, commencing in London-road, in the parish and city of Liverpool, by a junction with Tramway No. 1A, authorised by "The Liverpool Tramways Order, 1879," opposite the west side of the north end of Saint Vincent-street, and curving to the south end of Norton-street, and terminating in Norton-street by a junction with Tramway No. 1, at a point nine lineal yards north of the north side of London-road, in the parish and city of Liverpool.

The total length of Tramway No. 1A is 1.5 chains.

Tramway No. 1B, commencing in Norton-street in the parish and city of Liverpool, by a

junction with Tramway No. 1 at a point twenty-three lineal yards south of the south side of Blandford-street, and terminating in Norton-street by a junction with Tramway No. 1, sixteen lineal yards north of the north side of Blandford-street, in the parish and city of Liverpool.

The total length of Tramway No. 1B is 2.4 chains.

A portion of Tramway No. 1B in Norton-street is proposed to be so laid that a less space than nine feet six inches will intervene between the outside of the footpath on the east side of and the nearest rail of the tramway for a length of 2.1 chains or thereabouts between a point twenty lineal yards south of the south side of Blandford-street, and a point thirteen lineal yards north of the north side of Blandford-street.

Tramway No. 1C, commencing in Saint Anne-street, in the parish and city of Liverpool, by a junction with Tramway No. 1, at a point five lineal yards north of the south side of Wilton-street, and terminating in Saint Anne-street by a junction with Tramway No. 1 at a point four lineal yards north of the south side of Springfield, in the parish and city of Liverpool.

The total length of Tramway No. 1C is 2.5 chains.

Tramway No. 1C is proposed to be so laid in Saint Anne-street that a less space than nine feet six inches will intervene between the outside of the footpath on the east side, and the nearest rail of the tramway for its whole length.

Tramway No. 1D, commencing in Saint Anne-street in the parish and city of Liverpool, by a junction with Tramway No. 1, at a point thirty-two lineal yards north of the north side of Queen Anne-street, and terminating in Saint Anne-street by a junction with Tramway No. 1, at a point thirteen lineal yards south of the south side of Mansfield-street, in the parish and city of Liverpool.

The total length of Tramway No. 1D is 2.5 chains.

Tramway No. 1D is proposed to be so laid in Saint Anne-street that a less space than nine feet six inches will intervene between the outside of the footpath on the east side and the nearest rail of the tramway for its whole length.

Tramway No. 1E, commencing in Saint Anne-street, in the parish and city of Liverpool, by a junction with Tramway No. 1, at a point six lineal yards south of the south side of Upper Birkett-street, passing along Saint Anne-street and Cazneau-street, and terminating in Scotland-road, opposite the south side of the west end of Dryden-street, by a junction with Tramway No. 3A, constructed under the Liverpool Tramways Act, 1868, in the parish and city of Liverpool.

The total length of Tramway No. 1E is 3 furlongs 6.0 chains.

The total length of Tramway No. 1 is 6 furlongs 4.2 chains, the total length of the double portions (which are formed by Tramway No. 1 with 1A, 1B, 1C, 1D, and 1E respectively) being 4 furlongs 4.9 chains, and the total length of single line being 1 furlong 9.3 chains.

Tramway No. 2 commencing in Scotland-road, in the parish and city of Liverpool, by a junction with Tramway No. 3, constructed under "The Liverpool Tramways Act, 1868," at a point eight lineal yards south of the south side

of Taliesin-street, and passing along Scotland-road and Stanley-road, and terminating in Stanley-road at the city boundary, at a point about fifteen lineal yards north of the north side of Wolsey-street, in the township of Kirkdale in the parish of Walton-on-the-Hill, in the city of Liverpool.

Tramway No. 2A, commencing in Scotland-road, in the parish and city of Liverpool, by a junction with Tramway No. 3A, constructed under "The Liverpool Tramway Act, 1868," at a point eight lineal yards south of the south side of Taliesin-street, and passing along Scotland-road and Stanley-road, and terminating in Stanley-road at the city boundary at a point about fourteen lineal yards north of the north side of Rosalind-street, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 2 is 1 mile 1 furlong 7·8 chains, which with 1A forms a double line throughout.

Tramway No. 3, commencing in Stanley-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 2, at a point three lineal yards south of the south side of Lambeth-road, and passing along Lambeth-road, Sandhills-lane, and Derby-road to the city boundary, and terminating in Derby-road at a point sixteen lineal yards north of the north side of Ensor-street, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool.

Tramway No. 3A, commencing in Stanley-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 2A, at a point three lineal yards south of the south side of Lambeth-road, and curving westerly and terminating in Lambeth-road by a junction with Tramway No. 3, at a point five lineal yards west of the west side of Stanley-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 3A is 1·2 chains.

Tramway No. 3B, commencing in Lambeth-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool, by a junction with Tramway No. 3 at a point eighty-four lineal yards west of the west side of Stanley-road, and terminating in Lambeth-road, by a junction with Tramway No. 1, at a point ninety-three lineal yards east of the east side of Commercial-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool.

The total length of Tramway No. 3B is 2·6 chains.

Tramway No. 3C, commencing in Lambeth-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool, by a junction with Tramway No. 3 at a point twelve lineal yards east of the east side of Commercial-road, crossing Commercial-road to the east end of Sandhills-lane, passing along Sandhills-lane and Derby-road, and terminating in Derby-road by a junction with Tramway No. 3 at a point nineteen lineal yards north of the north side of Sandhills-lane, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool.

The total length of Tramway No. 3C is 2 furlongs 6·8 chains.

Tramway No. 3D, commencing in Derby-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool, by a junction with Tramway No. 3 at a point one

hundred and ninety-three lineal yards north of the north side of Sandhills-lane, passing along Derby-road, and terminating in Derby-road, at the city boundary, at a point sixteen lineal yards north of the north side of Ensor-street, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool.

The total length of Tramway No. 3D is 4 furlongs 7·1 chains.

The total length of Tramway No. 3 is 1 mile 1 furlong 2·7 chains, the total length of the double portions (which are formed by Tramway No. 3 with 3A, 3B, 3C, and 3D respectively) being 7 furlongs 7·2 chains, and the total length of single line being 1 furlong 5·5 chains.

Tramway No. 3E, commencing in Commercial-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool, by a junction with Tramway No. 4 at a point three lineal yards north of the south side of Aspinall-street, and curving westerly to the east end of Sandhills-lane, and terminating in Sandhills-lane by a junction with Tramway No. 3 at a point sixteen lineal yards west of the west side of Commercial-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool.

Tramway No. 3F, commencing in Commercial-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool, by a junction with Tramway No. 4 at a point three lineal yards north of the south side of Aspinall-street, and curving westerly to the east end of Sandhills-lane, and terminating in Sandhills-lane by a junction with Tramway No. 3C at a point sixteen lineal yards west of the west side of Commercial-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool.

The total length of Tramway No. 3E is 2 chains, which with 3F forms a double line throughout.

Tramway No. 4, commencing in Dale-street, in the parish and city of Liverpool, by a junction with Tramway No. 1, constructed under "The Liverpool Tramways Act, 1868," at a point about five lineal yards west of the west side of Preston-street, curving into the south end of Hatton-garden, passing along Hatton-garden into Vauxhall-road and Commercial-road, and terminating in Stanley-road by a junction with Tramway No. 2 at a point opposite the west side of the north end of Commercial-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool.

A portion of Tramway No. 4 in Vauxhall-road is proposed to be so laid that a less space than nine feet six inches will intervene between the outside of the footpath on the west side and the nearest rail of the tramway for a length of 1·9 chains between a point five lineal yards north of the south side of Pickop-street, and a point four lineal yards south of the north side of Marlborough-street.

Tramway No. 4A, commencing in Dale-street, in the parish and city of Liverpool, by a junction with Tramway No. 1, constructed under "The Liverpool Tramways Act, 1868," at a point about three lineal yards east of the east side of Moorfields, curving into and passing along Moorfields and Tithebarn-street, and terminating in Vauxhall-road by a junction with Tramway No. 4 at a point seven lineal yards north of the north side of Tithebarn-street, in the parish and city of Liverpool.

The total length of Tramway No. 4A is 2 furlongs 2 chains, and is a single line throughout.

Tramway No. 4B, commencing in Vauxhall-road, in the parish and city of Liverpool by a junction with Tramway No. 4, at a point five lineal yards north of the south side of Pickop-street, and terminating in Vauxhall-road, by a junction with Tramway No. 4 at a point four lineal yards south of the north side of Marlborough-street, in the parish and city of Liverpool.

The total length of Tramway No. 4B is 2·0 chains.

Tramway No. 4B in Vauxhall-road is proposed to be so laid that a less space than nine feet six inches will intervene between the outside of the footpath on the east side and the nearest rail of the tramway for its whole length.

Tramway No. 4C, commencing in Vauxhall-road, in the parish and city of Liverpool, by a junction with Tramway No. 4, opposite the south side of Banastre-street, passing along Vauxhall-road and Commercial-road, and terminating in Stanley-road by a junction with Tramway No. 2A, at a point opposite the west side of the north end of Commercial-road, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool.

The total length of Tramway No. 4C is 1 mile 4 furlongs 3·4 chains.

The total length of Tramway No. 4 is 1 mile 6 furlongs 7·5 chains, the total length of the double portions (which are formed by Tramway No. 4 with 4B and 4C respectively) being 1 mile 4 furlongs 5·4 chains, and the total length of single line being 2 furlongs 2·1 chains.

Tramway No. 5, commencing in Dale-street, in the parish and city of Liverpool, by a junction with Tramway No. 1, constructed under "The Liverpool Tramways Act, 1868," at a point opposite the east side of the south end of Hatton-garden, passing along the east end of Dale-street, and terminating in Byrom-street by a junction with Tramway No. 3, constructed under "The Liverpool Tramways Act, 1868," at a point twelve lineal yards north of the north side of Dale-street, in the parish and city of Liverpool.

The total length of Tramway No. 5 is 9·8 chains, and is a single line throughout.

Tramway No. 6, commencing in Victoria-street, in the parish and city of Liverpool, at a point opposite the west side of Temple-lane, passing along Victoria-street and the Old Haymarket, and terminating in the Old Haymarket by a junction with Tramway No. 1, constructed under "The Liverpool Tramways Act, 1868," near the west end of Saint John's-lane, at a point twenty lineal yards west of the west side of St. John's Churchyard, in the parish and city of Liverpool.

The total length of Tramway No. 6 is 2 furlongs 1·3 chains, the total length of the double portion (which is formed by Tramway No. 6 with a portion of 6A) being 1 furlong 6·5 chains, and the total length of the single line being 4·8 chains.

Tramway No. 6A, commencing in Victoria-street, in the parish and city of Liverpool, by a junction with Tramway No. 6, at a point three lineal yards west of the east side of Temple-street, passing along Victoria-street, crossing Whitechapel, and terminating in Great Charlotte-street by a junction with Tramway No. 10, at a point four lineal yards east of the east side

of Whitechapel, in the parish and city of Liverpool.

The total length of Tramway No. 6A is 1 furlong 8·3 chains.

A portion of Tramway No. 6A is a single line for a length of 1·8 chains.

Tramway No. 6B, commencing in the Old Haymarket, in the parish and city of Liverpool by a junction with Tramway No. 3, constructed under the Liverpool Tramways Act 1868, at a point six lineal yards north of the north side of Manchester-street, crossing the Old Haymarket, and terminating in Great Charlotte-street by a junction with Tramway No. 10, at a point four lineal yards east of the east side of Whitechapel, in the parish and city of Liverpool.

The total length of Tramway No. 6B is 2·6 chains, and is a single line throughout.

Tramway No. 6C, commencing at the east end of Victoria-street, in the parish and city of Liverpool, by a junction with Tramway No. 6 at a point seven lineal yards west of the west side of the Old Haymarket, and terminating in the Old Haymarket by a junction with Tramway No. 3, constructed under the Liverpool Tramways Act, 1868, at a point six lineal yards north of the north side of Manchester-street, in the parish and city of Liverpool.

The total length of Tramway No. 6C is 1·5 chains, and is a single line throughout.

Tramway No. 7, commencing in Victoria-street, in the parish and city of Liverpool, by a junction with Tramway No. 6A at a point three lineal yards west of the west side of Stanley-street, passing along Stanley-street and its proposed continuation to Whitechapel, and terminating in Whitechapel by a junction with Tramway No. 14, constructed under the "Liverpool Tramways Act, 1870," at a point fifteen lineal yards north of the north side of the proposed continuation of Stanley-street, in the parish and city of Liverpool.

The total length of Tramway No. 7 is 8·4 chains, and is a single line throughout.

Tramway No. 8, commencing in Saint George's-place, in the parish and city of Liverpool, by a junction with Tramway No. 9 at a point eleven lineal yards south of the south side of Roe-street, and terminating in Lime-street by a junction with Tramway No. 1D, authorised by the "Liverpool Tramways Order, 1879," at a point opposite the south-east angle of the steps leading to Saint George's Hall, in the parish and city of Liverpool.

The total length of Tramway No. 8 is 4·5 chains, and is a single line throughout.

Tramway No. 9, commencing in Saint John's lane, in the parish and city of Liverpool, by a junction with Tramway No. 1, constructed under the Liverpool Tramways Act, 1868, at a point forty lineal yards west of the north side of Roe-street, passing along Saint John's-lane, Saint George's-place, and Lime-street, and terminating in Lime-street by a junction with Tramway No. 7A, constructed under the Liverpool Tramways Act, 1868, at a point eleven lineal yards south of the south side of Elliot-street, in the parish and city of Liverpool.

The total length of Tramway No. 9 is 1 furlong 2·7 chains, and is a single line throughout.

Tramway No. 10, commencing in Whitechapel, in the parish and city of Liverpool, by a junction with Tramway No. 14, constructed under the Liverpool Tramways Act, 1870, at a point eight lineal yards west of the west side of Great Charlotte-street, passing into and along Great Charlotte-street, Queen-square, and Roe-street,

and terminating in Saint George's-place, by a junction with Tramway No. 9, at a point nine lineal yards south of the south side of Roe-street, in the parish and city of Liverpool.

The total length of Tramway No. 10 is 1 furlong 1·6 chains, and is a single line throughout.

Tramway No. 11, commencing in the Old Haymarket, in the parish and city of Liverpool, by a junction with Tramway No. 3A, constructed under "The Liverpool Tramways Act, 1868," at a point twenty-seven lineal yards south of the south side of Dale-street, and passing along the Old Haymarket, Byrom-street, Scotland-place, Scotland-road, and Juvenal-street, and terminating in Cazneau-street by a junction with Tramway No. 1A, at a point ten lineal yards north of the north side of Juvenal-street, in the parish and city of Liverpool.

A portion of Tramway No. 11 is proposed to be so laid in Scotland-road that a less space than nine feet six inches will intervene between the outside of the footpath on the east side and the nearest rail of the tramway from a point opposite the north side of Hare-place, to the south side of Ben Jonson-street, and from the north side of Rose-place to the south side of Juvenal-street, for lengths of 3·2 chains and 7·6 chains respectively.

Tramway No. 11A, commencing in Scotland-road, in the parish and city of Liverpool, by a junction with Tramway No. 11 at a point four lineal yards south of the south side of Juvenal-street, and terminating in Scotland-road by a junction with Tramway No. 3, constructed under the Liverpool Tramways Act, 1868, opposite the north side of Juvenal-street, in the parish and city of Liverpool.

The total length of Tramway No. 11A is 0·9 chains, and with a portion of 11B forms a double line throughout.

Tramway No. 11B, commencing in the Old Haymarket, in the parish and city of Liverpool, by a junction with Tramway No. 3, constructed under the Liverpool Tramways Act 1868, at a point six lineal yards south of the south side of Dale street, and passing along the Old Haymarket, Byrom-street, Scotland-place, and Scotland road, and terminating in Scotland-road by a junction with Tramway No. 3, constructed under the Liverpool Tramways Act, 1868, opposite the north side of Juvenal-street, in the parish and city of Liverpool.

The total length of Tramway No. 11B is 3 furlongs 7·3 chains.

A portion of Tramway No. 11B is proposed to be so laid in Scotland road that a less space than 9 feet six inches will intervene between the outside of the footpath on the west side and the nearest rail of the tramway between a point thirteen lineal yards south of the south side of Sawney Pope-street and a point opposite the south side of Cavendish-street, and between a point opposite the south side of Hare-place and a point opposite the south side of Ellenborough-street, for lengths of 5·1 chains and 7·7 chains respectively.

The total length of Tramway No. 11 is 4 furlongs 6·6 chains, the total length of the double portion (which is formed by Tramway No. 11 with a portion of 11B), being 3 furlongs 6·4 chains, and the total length of single line being 1 furlong 0·2 chains.

Tramway No. 12, commencing in Kirkdale-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool,

by a junction with Tramway No. 3, constructed under "The Liverpool Tramways Act, 1868," at a point three lineal yards west of the west side of Smith-street, passing along Smith-street, Westminster-road, and Barlow-lane, and terminating at the north side of Barlow-lane and south end of Carisbrook-road at the city boundary, in the township of Kirkdale, in the parish of Walton-on-the-hill, in the city of Liverpool.

A portion of Tramway No. 12 is proposed to be so laid in Westminster-road that a less space than nine feet six inches will intervene between the outside of the footpath on the west side and the nearest rail of the tramway for a length of 2·6 chains, between a point opposite the north side of Archer-street, and a point ten lineal yards south of the south side of Furness-street.

Tramway No. 12A, commencing in Kirkdale-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 3A, constructed under "The Liverpool Tramways Act 1868," at a point one lineal yard west of the west side of Smith-street, passing along Smith-street and Westminster-road, and terminating in Westminster-road by a junction with Tramway No. 12 at a point two lineal yards south of the north side of Bousfield-street, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 12A is 2 furlongs 0·1 chains.

Tramway No. 12B, commencing in Westminster-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 12 at a point thirty-two lineal yards south of the south side of Archer-street, and terminating in Westminster-road by a junction with Tramway No. 12, at a point one lineal yard south of the south side of Furness-street, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 12B is 5 chains.

A portion of Tramway No. 12B is proposed to be so laid in Westminster-road that a less space than nine feet six inches will intervene between the outside of the footpath on the east side and the nearest rail of the tramway for a length of 2·3 chains, between a point three lineal yards north of the north side of Archer-street, and a point ten lineal yards south of the south side of Furness-street.

Tramway No. 12C, commencing in Westminster-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 12, at a point five lineal yards north of the south side of Tintern-street, and terminating in Westminster-road by a junction with Tramway No. 12 at a point 4 lineal yards north of the north side of Freeland-street, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 12C is 3·3 chains.

Tramway No. 12D, commencing in Westminster-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 12 at a point three lineal yards north of the north side of Kirkstall-street, and terminating in Westminster-road by a junction with Tramway No. 12 at a point four lineal yards north of the north side of Saint Hilda-street, in the township

of Kirkdale, in the parish of Walton-on-the-Hill in the city of Liverpool.

The total length of Tramway No. 12d is 2·4 chains.

Tramway No. 12e, commencing in Westminster-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 12 at a point fifteen lineal yards south of the south side of Bradewell-street, and terminating in Westminster-road by a junction with Tramway No. 12, at a point three lineal yards south of the south side of Tawd-street, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 12e is 4·5 chains.

Tramway No. 12f, commencing in Westminster-road, in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 12 at a point thirty-six lineal yards north of the north side of Tawd-street, passing along Westminster-road and Barlow-lane, and terminating at the north side of Barlow-lane, and south end of Carisbrook-road, at the city boundary in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 12f is 1 furlong 4·8 chains.

The total length of Tramway No. 12 is 6 furlongs 7·6 chains, the total length of the double portions (which are formed by Tramway No. 12 with 12a, 12b, 12c, 12d, 12e, and 12f respectively) being 5 furlongs 0·1 chain, and the total length of single line being 1 furlong 7·5 chains.

Tramway No. 13, commencing in West Derby-road in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 2b, authorised by the "Liverpool Tramways Order, 1879," at a point one lineal yard west of the west side of Radcliffe-street, crossing the west end of West Derby-road and passing along Everton-road and Heyworth-street, and terminating at the junction of Heyworth-street and Saint Domingo-road, at a point 15 lineal yards south of the south side of Grecian-terrace, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

A portion of Tramway No. 13 is proposed to be so laid in Everton-road that a less space than nine feet six inches will intervene between the outside of the footpath on the east and west sides and the nearest rail of the tramway for a length of 0·8 chains between a point opposite the south side of Bright-street, and a point eighteen lineal yards south of the south side of Bright-street.

The total length of Tramway No. 13 is 7 furlongs 0·7 chains, the total length of the double portion (which is formed by Tramway No. 13 with 13a) being 4 furlongs 3·2 chains, and the total length of single line being 2 furlongs 7·5 chains.

Tramway No. 13a, commencing in Everton-road in the township of Everton, in the parish of Walton-on-the-Hill, in the City of Liverpool, by a junction with Tramway No. 13 at a point five lineal yards north of the north side of Aubrey-street, passing along Everton-road and Heyworth-street, and terminating in Heyworth-street by a junction with Tramway No. 13 at a point twenty-five lineal yards north of the north side of Merc-lane, in the township of Everton,

in the parish of Walton-on-the Hill, in the city of Liverpool.

The total length of Tramway No. 13a is 4 furlongs 3·2 chains.

Tramway No. 14, commencing in London-road, in the parish and city of Liverpool, by a junction with Tramway No. 1a, authorised by "The Liverpool Tramways Order, 1879," at a point five lineal yards west of the west side of Moss-street, curving into and passing along Moss-street, Shaw-street, Eastbourne-street, and Fitzclarenc-street, and terminating in Everton-road by a junction with Tramway No. 13 at a point opposite the north side of Spencer-street, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 14 is 4 furlongs 3·9 chains, and is a single line throughout.

Tramway No. 15, commencing in Everton-road, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 13, at a point nine lineal yards south of the south side of Breck-road, curving into and passing along Breck-road, and terminating at the city boundary, at the junction of Belmont-road with Breck-road, in the township of Everton, in the parish of Walton-on-the-hill, in the city of Liverpool.

A portion of Tramway No. 15 is proposed to be so laid in Breck-road that a less space than nine feet six inches will intervene between the outside of the footpath on the north side and the nearest rail of the tramway for a length of 2·1 chains between a point six lineal yards west of the west side of Grasmere-street, and a point twenty-five lineal yards west of the west side of Belmont-road.

Tramway No. 15a, commencing in Breck-road, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 16a, at a point thirteen lineal yards west of the west side of Breckfield-road South, passing along Breck-road and terminating in Breck-road by a junction with Tramway No. 15, at a point four lineal yards west of the east side of Rydal-street, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 15a is 1 furlong 2·4 chains.

Tramway No. 15b, commencing in Breck-road, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 15, at a point one lineal yard east of the west side of Grasmere-street, and terminating in Breck-road, by a junction with Tramway No. 15, at a point twenty lineal yards west of the west side of Belmont-road, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 15b is 2·5 chains.

A portion of Tramway No. 15b is proposed to be so laid in Breck-road that a less space than nine feet six inches will intervene between the outside of the footpath on the south side and the nearest rail of the tramway for a length of 2·1 chains, between a point six lineal yards west of the west side of Grasmere-street, and a point twenty-five lineal yards west of the west side of Belmont-road.

The total length of Tramway No. 15 is 5 furlongs 3·3 chains, the total length of the

double portions (which are formed by Tramway No. 15 with 15A, 15B, and a portion of 16A) being 1 furlong 7.5 chains; and the total length of single line being 3 furlongs 5.8 chains.

Tramway No. 16, commencing in Breck-road, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 15, at a point eight lineal yards west of the west side of Queen's-road, curving into and passing along Queen's-road, Breckfield-road North, and Robson-street, and terminating in Robson-street at a point eleven lineal yards south of the south side of Walton Breck-road, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 16 is 5 furlongs 5.9 chains, the length of the double portion (which is formed by Tramway No. 16, with a portion of 16A) being 4 furlongs 5.4 chains, and the total length of single line being 1 furlong 0.5 chains.

The total length of the remaining portions of Tramway No. 16A is 4 furlongs, 4.6 chains, and is a single line.

Tramway No. 16A, commencing in Everton-road, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 13 at a point twenty-seven lineal yards north of the north side of Spencer-street, curving into and passing along Aubrey-street, Queen's-road, Breck-road, Breckfield-road North, and Robson-street, and terminating in Robson-street by a junction with Tramway No. 16 at a point seventeen lineal yards north of the north side of Goschen-street, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 16A is 1 mile 1 furlong 5.4 chains.

Tramway No. 17, commencing in Breck-road, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 15 at a point fourteen lineal yards west of the west side of Windermere-street, curving into and passing along the Willows, and terminating at the south end of the Willows, at the entrance to the Tramway Company's stables, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

Tramway No. 17 is proposed to be so laid in the Willows that a less space than nine feet six inches will intervene between the outside of the footpath on both sides and the nearest rail of the tramway for a length of 8.3 chains from the south side of Breck-road to the entrance to the Tramway Company's stables.

The total length of Tramway No. 17 is 9 chains, and is a single line throughout.

Tramway No. 18, commencing in Kensington, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 1, authorised by "The Liverpool Tramways Order, 1879," at a point five lineal yards west of the west side of Farnworth-street, curving into and passing along Farnworth-street, and terminating in West Derby-road, by a junction with Tramway No. 2, authorised by "The Liverpool Tramways Order, 1879," in West Derby-road, at a point six lineal yards east of the east side of Farnworth-street, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

A portion of Tramway No. 18 is proposed to

be so laid in Farnworth-street that a less space than nine feet six inches will intervene between the outside of the footpath on the west side and the nearest rail of the tramway for a length of 2 chains between a point opposite the north side of Romilly-street and a point one lineal yard south of the south side of Phythian-street; also for a length of 2.1 chains between a point 18 lineal yards north of the north side of Penton-street and a point 24 lineal yards south of the south side of Boaler-street.

Tramway No. 18A, commencing in Kensington, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 1A, authorised by "The Liverpool Tramways Order, 1879," at a point five lineal yards west of the west side of Farnworth-street, curving into the south end of Farnworth-street, and terminating in Farnworth-street by a junction with Tramway No. 18, at a point five lineal yards north of the north side of Kensington, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 18A is 1.0 chain.

Tramway No. 18B, commencing in Farnworth-street, in the township of West Derby, and parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 18, at a point two lineal yards south of the north side of Romilly-street, and terminating in Farnworth-street by a junction with Tramway No. 18, at a point one lineal yard north of the south side of Molyneux-road, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 18B is 2.2 chains.

A portion of Tramway No. 18B is proposed to be so laid in Farnworth-street that a less space than nine feet six inches will intervene between the outside of the footpath on the east side, and the nearest rail of the tramway for a length of 2 chains between a point opposite the north side of Romilly-street and a point 1 lineal yard south of the south side of Phythian-street.

Tramway No. 18C, commencing in Farnworth-street, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 18, at a point fourteen lineal yards north of the north side of Penton-street, and terminating in Farnworth-street by a junction with Tramway No. 18, at a point twenty-one lineal yards south of the south side of Boaler-street, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 18C is 2.4 chains.

A portion of Tramway No. 18C is proposed to be so laid in Farnworth-street that a less space than nine feet six inches will intervene between the outside of the footpath on the east side and the nearest rail of the tramway for a length of 2.1 chains between a point eighteen lineal yards north of the north side of Penton-street and a point twenty-four lineal yards south of the south side of Boaler-street.

Tramway No. 18D, commencing in Farnworth-street, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool, by a junction with Tramway No. 18, at a point four lineal yards south of the south side of West Derby-road, curving into and ter-

minating in West Derby-road, by a junction with Tramway No. 2A, authorised by "The Liverpool Tramways Order, 1879," at a point six lineal yards east of the east side of Farnworth-street, in the township of Everton, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 18D is 1·1 chain.

The total length of Tramway No. 18 is 2 furlongs 5·7 chains, the total length of the double portions (which are formed by Tramway No. 18 with 18A, 18B, 18C, and 18D respectively) being 6·7 chains, and the total length of single line being 1 furlong 9 chains.

Tramway No. 19, commencing in James-street, in the parish and city of Liverpool, by a junction with Tramway No. 4, authorised by "The Liverpool Tramways Order, 1879," at a point opposite the west side of the north end of Seabrow, curving into and passing along Strand-street, Canning-place, South Castle-street, and Preeasons-row, and terminating in James-street by a junction with Tramway No. 4, authorised by "The Liverpool Tramways Order, 1879," at a point four lineal yards west of the west side of Preeasons-row, in the parish and city of Liverpool.

Tramway No. 19A, commencing in Strand-street, in the parish and city of Liverpool, by a junction with Tramway No. 19, at a point seventeen lineal yards south of the south side of James-street, and terminating in Strand-street by a junction with Tramway No. 19, at a point four lineal yards south of the north side of Redcross-street, in the parish and city of Liverpool.

The total length of Tramway No. 19A is 2·8 chains.

Tramway No. 19B, commencing in Strand-street, in the parish and city of Liverpool, by a junction with Tramway No. 19, at a point fourteen lineal yards south of the north side of Canning-place, and terminating in Strand-street, by a junction with Tramway No. 19, at a point forty-eight lineal yards north of the south side of Canning-place, in the parish and city of Liverpool.

The total length of Tramway No. 19B is 3·1 chains.

The total length of Tramway No. 19 is 4 furlongs 9·3 chains, the total length of the double portions (which are formed by Tramway No. 19 with 19A and 19B respectively) being 5·9 chains, and the total length of single line being 4 furlongs 3·4 chains.

Tramway No. 20, commencing in Canning-place, in the parish and city of Liverpool, by a junction with Tramway No. 19, at a point three lineal yards west of the west side of Park-lane, curving into and passing along Park-lane, Saint James-street and Great George's-place, and terminating in Great George's-place by a junction with Tramway No. 7, constructed under "The Liverpool Tramways Act, 1868," at a point seventeen lineal yards north of the north side of Upper Parliament-street, in the parish and city of Liverpool.

Tramway No. 20A, commencing in Canning-place, in the parish and city of Liverpool, by a junction with Tramway No. 19, at a point six lineal yards east of the east side of Park-lane, curving into and passing along Park-lane, Saint James-street, and Great George's-place, and terminating in Great George's-place by a junction with Tramway No. 7A, constructed

under "The Liverpool Tramways Act, 1868," at a point eleven lineal yards north of the north side of Parliament-street, in the parish and city of Liverpool.

The total length of Tramway No. 20A is 5 furlongs 6·1 chains.

The total length of Tramway No. 20 is 5 furlongs 6·4 chains, the total length of the double portion (which is formed by Tramway No. 20 with a portion of 20A) being 5 furlongs 5·4 chains, and the total length of single line being 1 chain.

The total length of the remaining portion of Tramway No. 20A is 0·7 chains, and is a single line throughout.

Tramway No. 21, commencing in Saint James-place, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 7, constructed under "The Liverpool Tramways Act, 1868," at a point seven lineal yards north of the north side of Upper Stanhope-street, and passing along Mill-street and Parkhill-road, and terminating in Park-road by a junction with Tramway No. 7A, constructed under "The Liverpool Tramways Act, 1868," at a point eight lineal yards north of the north side of Parkhill-road, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

Tramway No. 21A, commencing in Saint James-place, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 7A, constructed under "The Liverpool Tramways Act, 1868," at a point seven lineal yards north of the north side of Stanhope-street, passing along Mill-street, and terminating in Mill-street by a junction with Tramway No. 21, at a point twelve lineal yards north of the north side of Parkhill-road, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 21A is 7 furlongs 8·0 chains.

The total length of Tramway No. 21 is 1 mile 1 furlong 3·3 chains, the total length of the double portion (which is formed by Tramway No. 21 with 21A) being 7 furlongs 8 chains, and the total length of single line being 1 furlong 5·3 chains.

Tramway No. 22, commencing in Mill-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 21 at a point five lineal yards north of the north side of Hill-street, curving into and passing along Hill-street, and terminating in Park-place by a junction with Tramway No. 7, constructed under the "Liverpool Tramways Act, 1868," at a point six lineal yards south of the south side of Upper Hill-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 22 is 7·4 chains, and is a single line throughout.

Tramway No. 22A, commencing in Mill-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 21A, at a point five lineal yards south of the south side of Hill-street, and terminating by a junction with Tramway No. 22 in Hill-street, at a point three lineal yards east of the east side of Mill-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 22A is 1 chain, and is a single line throughout.

Tramway No. 23, commencing in Park-road, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a

junction with Tramway No. 7, constructed under the "Liverpool Tramways Act, 1868," at a point three lineal yards north of the north side of Peel-street, curving into and passing along Peel-street and The Elms, and curving into Dingle-lane, and terminating in Dingle-lane by a junction with Tramway No. 7, constructed under the "Liverpool Tramways Act, 1868," at a point twenty-eight lineal yards west of the west side of The Elms, in the township or extra parochial place of Toxteth Park, in the city of Liverpool.

Tramway No. 23 is proposed to be so laid in Peel-street and The Elms that a less space than nine feet six inches will intervene between the outsides of the footpaths on either side and the nearest rail of the tramway for a length of 1 furlong 8·0 chains from the junction of Peel-street with Park-road to the south end of The Elms, at its junction with Dingle-lane.

The total length of Tramway No. 23 is 1 furlong 9·5 chains, and is a single line throughout.

Tramway No. 24, commencing in Ranelagh-place, in the parish and city of Liverpool, by a junction with Tramway No. 7, constructed under the "Liverpool Tramways Act, 1868," at a point sixteen lineal yards north of the north side of Brownlow-hill, curving into and passing along Mount-pleasant, and terminating in Mount-pleasant by a junction with Tramway No. 26, at a point one lineal yard east of the east side of Clarence-street, in the parish and city of Liverpool.

Tramway No. 24A, commencing in Ranelagh-place, in the parish and city of Liverpool, by a junction with Tramway No. 7A, constructed under the "Liverpool Tramways Act, 1868," at a point sixteen lineal yards north of the north side of Brownlow-hill, curving into and passing along Mount-pleasant, and terminating in Mount-pleasant by a junction with Tramway No. 24, at a point forty-six lineal yards west of the west side of Upper Newington, in the parish and city of Liverpool.

The total length of Tramway No. 24A is 3·8 chains.

Tramway No. 24B, commencing in Mount-pleasant, in the parish and city of Liverpool, by a junction with Tramway No. 24, at a point three lineal yards east of the east side of Upper Newington, and terminating in Mount-pleasant at a point twenty-three lineal yards west of the west side of May-street, in the parish and city of Liverpool.

The total length of Tramway No. 24B is 6·4 chains.

Tramway No. 24c, commencing in Mount-pleasant, in the parish and city of Liverpool, by a junction with Tramway No. 24, at a point four lineal yards west of the west side of Roscoe-street, passing along Mount-pleasant, Rodney-street, Hardman-street, Myrtle-street, Catherine-street, and Upper Parliament-street, and terminating in Upper Parliament-street, at a point thirty-nine lineal yards east of the east side of Catherine-street, in the parish and city of Liverpool.

The total length of Tramway No. 24c is 6 furlongs 3·5 chains.

The total length of Tramway No. 24 is 2 furlongs 0·5 chains, the total length of the double portions (which are formed by Tramway No. 24, with 24A, 24B, a portion of 24c, and a portion of 26A, respectively) being 1 furlong 4·1 chains, and the total length of single line being 6·4 chains.

The total length of the remaining portion of

Tramway No. 24c is 6 furlongs 0·9 chains, and is a single line.

Tramway No. 25, commencing in Upper Parliament-street, in the parish and city of Liverpool at a point seven lineal yards, east of the east-side of Bedford-street-South, passing along Upper Parliament-street, and terminating in Upper Parliament-street, at a point twenty-nine lineal yards east of the east side of Lorton-street, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool.

Tramway No. 25A, commencing in Upper Parliament-street, in the parish and city of Liverpool, by a junction with Tramway No. 24c, at a point thirty-nine lineal yards east of the east side of Catherine-street, passing along Upper Parliament-street, and terminating in Upper Parliament-street, by a junction with Tramway No. 25, at a point five lineal yards east of the west side of Lorton-street, in the township of West Derby, in the parish of Walton-on-the-Hill, in the city of Liverpool.

The total length of Tramway No. 25A is 5 furlongs 4·9 chains.

The total length of Tramway No. 25 is 5 furlongs 1·2 chains, the total length of the double portion (which is formed by Tramway No. 25 and a portion of 25A) being 4 furlongs 9·6 chains; and the total length of single line being 1·6 chains.

The total length of the remaining portion of 25A is 5·4 chains, and is a single line.

Tramway No. 26, commencing in London-road in the parish and city of Liverpool, by a junction with Tramway No. 1, authorised by the Liverpool Tramways Order, 1879, at a point three lineal yards west of the west side of Norton-street, curving into and passing along Seymour-street, Russell-street, Clarence-street, Mount-pleasant, Oxford-street, Abercromby-square, and Bedford-street south, and terminating in Upper Parliament-street, by a junction with Tramway No. 25, at a point seven lineal yards east of the east side of Bedford-street South, in the parish and city of Liverpool.

A portion of Tramway No. 26 is proposed to be so laid in Oxford-street, that a less space than nine feet six inches will intervene between the outside of the footpath on the north side, and the nearest rail of the Tramway for a length of 2 chains, between a point 3 lineal yards east of the east side of Mulberry-street, and a point 15 lineal yards west of the west side of Bedford-street North.

Tramway No. 26A, commencing in Mount-pleasant, in the parish and city of Liverpool, by a junction with Tramway No. 24c, at a point five lineal yards west of the west side of Rodney-street, passing along Mount-pleasant, and terminating at the junction of Oxford-street, and Mount-pleasant, opposite the north end of Arrad-street, in the parish and city of Liverpool.

The total length of Tramway No. 26A is 1 furlong 5·2 chains.

Tramway No. 26B, commencing in Oxford-street, in the parish and city of Liverpool, by a junction with Tramway No. 26, at a point one lineal yard west of the east side of Mulberry-street, passing along Oxford-street, and terminating in Oxford-street by a junction with Tramway No. 26, at a point eleven lineal yards west of the west side of Bedford-street North, in the parish and city of Liverpool.

The total length of Tramway No. 26B is 2·4 chains.

A portion of Tramway No. 26B is proposed

to be so laid in Oxford-street that a less space than nine feet six inches will intervene between the outside of the footpath on the south side and the nearest rail of the tramway for a length of 2 chains between a point 3 lineal yards east of the east side of Mulberry-street, and a point 15 lineal yards west of the west side of Bedford-street North.

The total length of Tramway No. 26 is 1 mile, 1 furlong 3·3 chains, the total length of the double portions (which are formed by Tramway No. 26 with a portion of 26A and 26B) being 1 furlong 6·4 chains, and the total length of single line being 7 furlongs 6·9 chains.

Tramway No. 26c, commencing in Bedford-street South, in the parish and city of Liverpool, by a junction with Tramway No. 26 at a point five lineal yards north of the north side of Upper Parliament-street, and curving into and terminating in Upper Parliament-street by a junction with Tramway No. 25A, at a point three lineal yards west of the west side of Bedford-street South, in the parish and city of Liverpool.

The total length of Tramway No. 26c is 1·1 chains, and is a single line throughout.

Tramway No. 26d, commencing in Oxford-street, in the parish and city of Liverpool, by a junction with Tramway No. 26 at a point four lineal yards west of the west side of Abercromby-square, passing along Oxford-street, Abercromby-square, and Oxford-street, to a point opposite to the north end of Melville-place, and passing by a curve past the end of Olive-street and Melville-place, and terminating in Oxford-street opposite the south end of Florist-street, in the parish and city of Liverpool.

A portion of Tramway No. 26d, is proposed to be so laid in Oxford-street, that a less space than nine feet six inches will intervene between the outside of the footpath on the north side and the nearest rail of the tramway for a length of 2 chains, between a point fourteen lineal yards east of the east side of Chatham-street, and a point four lineal yards west of the west side of Vine-street.

Tramway No. 26e, commencing in Oxford-street, in the parish and city of Liverpool, by a junction with Tramway No. 26d, at a point ten lineal yards east of the east side of Chatham-street, and terminating in Oxford-street by a junction with Tramway No. 26d, at a point one lineal yard west of the west side of Vine-street, in the parish and city of Liverpool.

The total length of Tramway No. 26e is 2·3 chains.

The total length of Tramway No. 26d is 2 furlongs 0·6 chains, the total length of double portion (which is formed by Tramway No. 26d, with 26e) being 2·3 chains and the total length of single line being 1 furlong 8·3 chains.

Tramway No. 26f, commencing in Oxford-street, in the parish and city of Liverpool, by a junction with Tramway No. 26d, at a point six lineal yards west of the west side of Grove-street, curving into and terminating in Grove-street, by a junction with Tramway No. 27, at a point six lineal yards south of the south side of Oxford-street, in the parish and city of Liverpool.

The total length of Tramway No. 26f is 1 chain, and is a single line throughout.

Tramway No. 27, commencing in Crown-street, in the parish and city of Liverpool, by a junction with Tramway No. 3E, authorised by "The Liverpool Tramways Order, 1879," at a

point two lineal yards south of the north side of Paddington, passing along Crown-street, Grove-street, Mulgrave-street, and Eversley-street, and terminating in Eversley-street, at a point three lineal yards west of the west side of Kingsley-road, in the township or extra parochial place of Toxteth Park, in the city of Liverpool.

A portion of Tramway No. 27 is proposed to be so laid in Grove-street that a less space than nine feet six inches will intervene between the outside of the footpath on the east side and the nearest rail of the tramway for a length of 2·1 chains, between a point fifty-three lineal yards north of the north side of Oxford-street, and a point seven lineal yards north of the north side of Oxford-street.

The total length of Tramway No. 27 is 1 mile 0 furlongs 7·9 chains; the total length of the double portions (which are formed by Tramway No. 27 with 27B, 27C, 27D, 27E, and 27F respectively) being 2 furlongs 8·5 chains, and the total length of single line being 5 furlongs 9·4 chains.

Tramway No. 27A, commencing in Pembroke-place, in the parish and city of Liverpool, by a junction with Tramway No. 3E, authorised by "The Liverpool Tramways Order, 1879," at a point five lineal yards west of the west side of Brownlow-street, curving into and passing along Brownlow-street and Brownlow-hill, crossing Crown-street, and terminating at the west end of Paddington, at the parish boundary, by a junction with Tramway No. 3E, authorised by "The Liverpool Tramways Order, 1879," in the parish and city of Liverpool.

The total length of Tramway No. 27A is 3 furlongs 6·8 chains, and is a single line throughout.

Tramway No. 27B, commencing in Brownlow-hill, in the parish and city of Liverpool, by a junction with Tramway No. 27A, at a point five lineal yards west of the west side of Crown-street, curving into and passing along Crown-street and Grove-street, and terminating in Grove-street by a junction with Tramway No. 27 at a point six lineal yards south of the south side of Walnut-street, in the parish and city of Liverpool.

The total length of Tramway No. 27B is 1 furlong 1 chain.

Tramway No. 27c, commencing in Grove-street, in the parish and city of Liverpool, by a junction with Tramway No. 27, at a point fifty-seven lineal yards north of the north side of Oxford-street, and terminating in Grove-street by a junction with Tramway No. 27, at a point four lineal yards north of the north side of Oxford-street, in the parish and city of Liverpool.

The total length of Tramway No. 27c is 2·4 chains.

Tramway No. 27d, commencing in Grove-street, in the parish and city of Liverpool, by a junction with Tramway No. 27, at a point forty lineal yards south of the south side of Lully-street, and terminating in Grove-street by a junction with Tramway No. 27, at a point forty-two lineal yards north of the north side of Myrtle-street, in the parish and city of Liverpool.

The total length of Tramway No. 27d is 2·5 chains.

A portion of Tramway No. 27d is proposed to be laid in Grove-street that a less space than nine feet six inches will intervene between the outside of the footpath on the west side and the nearest rail of the tramway for a length of 2·1 chains between a point forty-four lineal yards south of the

south side of Lully-street, and a point forty-seven lineal yards north of the north side of Myrtle-street.

Tramway No. 27E, commencing in Grove-street, in the parish and city of Liverpool, by a junction with Tramway No. 27 at a point one lineal yard south of the south side of Falkner-street, passing along Grove-street and curving into Upper Parliament-street, and terminating in Upper Parliament-street by a junction with Tramway No. 25, at a point seven lineal yards east of the east side of Grove-street, in the parish and city of Liverpool.

The total length of Tramway No. 27E is 1 furlong 4 chains.

Tramway No. 27F, commencing in Grove-street, in the parish and city of Liverpool, by a junction with Tramway No. 27, at a point six lineal yards north of the north side of Upper Parliament-street, curving into and terminating in Upper Parliament-street, by a junction with Tramway No. 25, at a point seven lineal yards east of the east side of Grove-street, in the parish and city of Liverpool.

The total length of Tramway No. 27F is 1·2 chains, and is a single line throughout.

Tramway No. 28, commencing in Upper Parliament-street, in the parish and city of Liverpool, by a junction with Tramway No. 25A at a point eight lineal yards west of the west side of Kingsley-road, curving into and passing along Kingsley-road, and terminating in Eversley-street by a junction with Tramway No. 27, at a point three lineal yards west of the west side of Kingsley-road, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 28 is 1 furlong 8·9 chains, and is a single line throughout.

Tramway No. 28A, commencing in Upper Parliament-street, in the parish and city of Liverpool, by a junction with Tramway No. 25A at a point five lineal yards east of the east side of Kingsley-road, curving into and terminating in Kingsley-road by a junction with Tramway No. 28, at a point six lineal yards south of the south side of Upper Parliament-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 28A is 1·1 chain, and is a single line throughout.

Tramway No. 29, commencing in Kingsley-road, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 28 at a point four lineal yards south of the south side of Beaumont-street, curving into and passing along Beaumont-street, and terminating at the south side thereof, at the entrance to the Tramways Company's stables, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 29 is 1 furlong 6 chains, the total length of the double portions (which are formed by Tramway No. 29 with 29B and 29C respectively) being 5·1 chains and the total length of single line being 1 furlong 0·9 chains.

Tramway No. 29A, commencing in Kingsley-road, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 28, at a point five lineal yards north of the north side of Beaumont-street, curving into and terminating in Beaumont-street by a junction with Tramway No. 29, at a point five lineal yards east of the east side of Kingsley-road, in the township or extra-

parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 29A is 1 chain, and is a single line throughout.

Tramway No. 29B, commencing in Beaumont-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 29, at a point two lineal yards east of the east side of Alt-street, and terminating in Beaumont-street, by a junction with Tramway No. 29, at a point fifty-five lineal yards east of the east side of Alt-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 29B is 2·4 chains.

Tramway No. 29C, commencing in Beaumont-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 29, at a point four lineal yards west of the east side of Dove-street, and terminating in Beaumont-street, by a junction with Tramway No. 29, at a point nine lineal yards west of the west side of Priest-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 29C is 2·7 chains.

Tramway No. 30, commencing in Upper Parliament-street, in the parish and city of Liverpool, by a junction with Tramway No. 25A, at a point twenty-seven lineal yards east of the east side of Prince's-road, and curving into and passing along Prince's-road to its south end, curving past the west ends of Kingsley-road and Croxteth-road, and terminating in front of the main entrance to the Prince's Park, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 30 is 5 furlongs 2·8 chains, the total length of the double portion (which is formed by Tramway No. 30 with a portion of 30A) being 4 furlongs 8 chains, and the total length of single line being 4·8 chains.

The remaining portion of Tramway No. 30A is 5·4 chains, and is a single line.

Tramway No. 30A, commencing in Catherine-street, in the parish and city of Liverpool, by a junction with Tramway No. 24C, at a point six lineal yards north of the north side of Upper Parliament-street, crossing Upper Parliament-street, and passing along Prince's-road to its south end, curving past the end of Devonshire-road, and terminating by a junction with Tramway No. 30 in front of the main entrance to the Prince's Park, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 30A is 5 furlongs 3·6 chains.

Tramway No. 31, commencing in Park-place, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 7, constructed under "The Liverpool Tramways Act, 1868," at a point four lineal yards north of the north side of Upper Warwick-street, curving into and passing along Upper Warwick-street, and terminating in Prince's-road by a junction with Tramway No. 30 at a point five lineal yards south of the south side of Upper Warwick-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

Tramway No. 31A, commencing in Park-place, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool, by a junction with Tramway No. 7A, constructed under "The Liverpool Tramways Act, 1868,"

at a point four lineal yards north of the north side of Upper Warwick-street, and terminating in Prince's-road by a junction with Tramway No. 30, at a point five lineal yards south of the south side of Upper Warwick-street, in the township or extra-parochial place of Toxteth Park, in the city of Liverpool.

The total length of Tramway No. 31 is 3 furlongs 6·1 chains, which, with Tramway No. 31A, forms a double line throughout.

Except as hereinbefore particularly described, no tramway is proposed to be so laid that for a distance of thirty feet or upwards a less space than nine feet six inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway.

2. Each of the said tramways hereinbefore described is intended to be constructed on a gauge of 4 feet 8½ inches.

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

4. To authorise and empower the promoters from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turn-outs, and other works as may be necessary or convenient to the efficient working of the said 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 or their lessees.

5. 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 in 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.

6. 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 engines or carriages to be used thereon, and any other Act or Acts, either public or local, which may in anywise relate to or be affected by the objects aforesaid.

7. To extend the period fixed for the construction of the tramways authorised by "The Liverpool Tramways Order," confirmed by "The Tramways Orders Confirmation Act, 1879."

8. To authorise and empower the promoters and the Mersey Docks and Harbour Board, the Corporation of Bootle-cum-Linacre, the Local Board of Walton-on-the-Hill, the Local Board of West Derby, the Local Board of Wavertree, the Local Board of Toxteth Park, the Liverpool Tramways Company, the Liverpool United Tramways and Omnibus Company (Limited),

and the Liverpool United Gas Light Company, or any of them, to enter into and fulfil and execute agreements with reference to the construction, working, using, maintenance, and management of the said tramways, or any of them, or any part thereof, 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 matter connected with the said tramways or incidental thereto.

9. To authorise the promoters to make leases of the said tramways, or any of them, or any part or parts thereof, or licenses 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.

10. To authorise the levying of tolls, rates, and charges for the use of the said tramways.

11. To incorporate the whole or some portions of "The Tramways Act, 1870," with any alterations that may be deemed expedient, and to enable the Corporation to exercise the powers granted by that Act to promoters.

12. 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 30th day of November instant, at the office of the Clerk of the Parliaments House of Lords, and the Private Bill Office of the House of Commons respectively, and at the office of the Board of Trade, Whitehall-gardens, Westminster, and also for public inspection with the Clerk of the Peace for the County of Lancaster, at his office at Preston, and with the Clerk of the Peace of the City of Liverpool, at his office in Liverpool; and also with the promoters, at the office of the Town-clerk, Municipal-buildings, Liverpool; and that 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 will be made or pass, and also a copy of this notice, will, on or before the 30th day of November instant, be deposited for public inspection with the parish-clerk of each such parish, at his residence. The documents aforesaid and a map prepared according to the specimen attached to the Board of Trade Rules will be deposited at the office of the Board of Trade on or before the same day.

13. 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 said Town-clerk's office.

14. All 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 15th day of January, 1881, and copies of the said objections must, at the same time, be sent to the promoters at the said Town-clerk's office.

Dated this 17th day of November, 1880.

Joseph Rayner, Town-clerk of the said city,
Solicitor for the Provisional Order.

John M. Clabon, 21, Great George-street,
Westminster, Parliamentary Agent.

Board of Trade—Session 1881.
Kingston-upon-Thames and South-West London
Tramways.

(Construction of Tramways in the parish of Kingston-upon-Thames, in the county of Surrey; Tolls, User of Streets, &c.; Agreements with Street and other Authorities, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by and on behalf of the Tramways Trust Company, Limited (hereinafter called "the Company"), on or before the 23rd day of December next, for a Provisional Order, under the Tramways Act, 1870, for the purposes, or some of the purposes, following (that is to say):

To authorise the Company to construct and maintain the Street Tramways hereinafter described or some of them, or some part or parts thereof, all in the township of Kingston-upon-Thames, and parish of Kingston-upon-Thames, in the county of Surrey, with all necessary and proper works and conveniences.

Where in the description of any of the proposed tramways, any distance is given with reference to any street or road, which intersects or joins the street or road on which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centre 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.

Description of Works.

A tramway (No. 1) in the township of Kingston-upon-Thames and parish of Kingston-upon-Thames, in the county of Surrey, commencing in Ewell-road, at a point in the said road $1\frac{1}{2}$ chains north-westward of the south-west corner of the Royal Oak Inn, and passing thence along Ewell-road, and terminating in the said road at a point $1\frac{1}{2}$ chains south-westward of the principal entrance of the Plough Inn.

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 Ewell-road, for a length of $1\frac{1}{2}$ chains from the commencement of the tramway.

In Ewell-road, between points respectively 7.30 chains and 10.30 chains southward of the centre of the southern entrance to Oak-hill-road, and for a length of $1\frac{1}{2}$ chains from the termination of the tramway.

A tramway (No. 2) in the township, parish, and county aforesaid, commencing in Ewell-road at the termination of Tramway No. 1, and passing thence along Ewell-road over the bridge carrying the said road over the London and South Western Railway, into and along Victoria-road, Claremont-road, crossing Maple-road, and terminating in the said last-mentioned road at the boundary of the borough of Kingston-upon-Thames, at a point 7.50 chains north-eastward from the centre of Catherine-road.

Tramway No. 2 will be laid as a single line except in the following instances, where it will be laid as a double line:—

In Ewell-road, for a length of $1\frac{1}{2}$ chains from the commencement of the tramway and in the said road between points respectively 0.80 chains southward, and 2.20 chains northward from the centre of South Bank.

In Ewell-road and Victoria-road, between points respectively 1 chain northward from the centre of South Terrace, and 1.30 chains eastward from the south-east corner of St. Mark's Church.

In Victoria-road and Claremont-road, between

points respectively 2.10 chains north-eastward and 2 chains northward of the centre of Claremont-road.

In Claremont-road, between points respectively 3 chains and 6 chains southward of the centre of the northern entrance of "The Crescent," and in the said road from a point 3 chains southward from the centre of Maple-road to the termination of the tramway.

A Tramway (No. 3) in the township, parish, and county aforesaid, commencing at the termination of Tramway No. 2, and passing thence across Maple-road, into and along Surbiton-crescent, thence in a north-westerly direction into and along Surbiton-road, Queen's-road, High-street (over Clattern-bridge) Clattern-place, along the east side of the Market-place into and along Church-street, thence in an easterly direction into and along Clarence-street and London-street, and terminating in the centre of London-street, opposite the lamp post in the roadway at the intersection of London-street and Richmond-road.

Tramway No. 3 will be laid as a single line, except in the following instances, where it will be laid as a double line:—

In Maple-road and Surbiton-crescent, from the commencement of the tramway to a point 0.80 chain north-eastward from the centre of Anglesea-road.

In Surbiton-crescent and Surbiton-road from a point respectively 2.20 chains south-westward from the centre of Surbiton-road, to a point 1.20 chains northward from the centre of the north-eastern end of Surbiton-crescent, and between points respectively 1.70 chains south-eastward, and 1.30 chains north-westward of the centre of Grove-road.

In Surbiton-road and Queen's-road between points respectively 1 chain south-eastward, and 2 chains northward from the junction of the centre line of Surbiton-road with Queen's-road.

In Queen's-road, from points respectively $1\frac{1}{2}$ chains northward, and $1\frac{1}{2}$ chains southward of the principal entrance to the Angler's public house.

In High-street, between points respectively 1.30 chains, and 4.50 chains south-westward from the centre of Clattern-bridge.

In Clattern-place (High-street), and Market-place from points respectively 1.30 chains southward and 1.70 chains northward from centre of Eden-street.

In Market-place and Church-street, between points respectively $1\frac{1}{2}$ chains southward and $1\frac{1}{2}$ chains northward from the centre of the southern end of Church-street.

In Church-street and Clarence-street, between points respectively $1\frac{1}{4}$ chains southward and $1\frac{1}{4}$ chains eastward from the centre of Church-street.

In Clarence-street and London-street for a distance of $5\frac{1}{4}$ chains from the termination of the tramway.

A tramway (No. 4) in the township, parish, and county aforesaid, commencing at the termination of Tramway No. 3, passing thence along London-street and London-road, and terminating in London-road at a point $\frac{3}{4}$ of a chain north-eastward from the centre of Park-road.

Tramway No. 4 will be laid as a single line, except in the following instances, where it will be laid as a double line:—

From the commencement of the tramway to a point 8.10 chains eastward of Queen Elizabeth-road.

In London-street and London-road, between points respectively 1 chain westward and 2 chains north-eastward of the centre of Cambridge-road.

In London-road, between points respectively $1\frac{1}{2}$ chains south-westward and $1\frac{1}{2}$ chains north-eastward of the centre of the railway bridge carrying the London and South Western Railway over the said road.

In London-road, for a distance of $1\frac{1}{2}$ chains from the termination of the tramway.

It is proposed to lay such portions of the intended tramways as are hereinafter specified, 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 the roads or streets hereafter mentioned, and the nearest rail of tramway.

Tramway No. 1.

In Ewell-road, on both sides thereof for a length of $1\frac{1}{2}$ chains from the commencement of the tramway.

In the Ewell-road, on both sides thereof, between points respectively 7·30 chains and 10·30 chains southward of the centre of the southern entrance to Oakhill-road.

Tramway No. 2.

In Ewell-road, on both sides thereof, between points respectively 0·80 chain southward and 2·20 chains northward of the centre of South Bank.

In Victoria-road, on the south side thereof, for a distance of $\frac{3}{4}$ of a chain, and on the north side for a distance of $\frac{1}{2}$ a chain from the east end of the said road.

Tramway No. 3.

In Surbiton-crescent, on both sides thereof, from a point 2·80 chains north-eastward from centre of Anglesea-road to eastern end of the said crescent.

In Surbiton-road, on both sides thereof, between points respectively 6·50 chains and 13·50 chains, north-westward from the centre of Grove-road.

In Church-street, on both sides thereof, between points respectively 1·30 chains, and 2·30 chains northward from the centre of the south end of Church-street.

In Clarence-street, on both sides thereof, between points respectively 1·20 chains and 5 chains eastward from the centre of Fyfe-road.

Tramway No. 4.

In London-street, on both sides thereof, from the western end of the police station to a point $5\frac{1}{2}$ chains eastward from Queen Elizabeth's-road.

In London-street, on both sides thereof, from the principal entrance of the Three Tuns public-house, to a point $2\frac{1}{2}$ chains eastward thereof.

In London-street, on both sides thereof, between points respectively 2·40 chains and 3·30 chains westward from the centre of Cambridge-road.

In London-street, and London-road on the north side thereof, between points $\frac{1}{2}$ a chain westward and 2·80 chains north-eastward of the centre of Cambridge-road.

In London-road, on the south side thereof, between points respectively 1·40 chains and 2·80 chains northward from the centre of Cambridge-road.

The said tramways will be constructed on a gauge of 3 feet or such other gauge as may be prescribed by the Board of Trade, or defined by the said Provisional Order.

To authorise and empower the Company from time to time to enter upon, open, and break up the surface, and to alter, divert, and 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 or works, or of substituting others in their place, or otherwise for the purposes of the said Provisional Order.

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, houses, and other property, and to erect and hold offices, buildings, stables, and all conveniences on any such lands, houses, or other property.

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 the passengers or other traffic thereon, and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

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 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 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.

To provide for and regulate the user by the Company 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.

To prohibit the running on the proposed tramways and works of carriages or trucks adapted for use upon railways.

To reserve to the Company the exclusive right of using on the proposed tramways and works carriages with flanged wheels, or other wheels especially adapted to run on an edged rail or on a grooved rail.

To prohibit, except by agreement with the Company, 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 Company, 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 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 such persons or Corporations.

To make provision for regulating the passage of traffic, whether of the Company or not, along streets, roads, and places in which the proposed tramway 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 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.

To empower the Company from time to time to make such passing places, crossings, cross over roads, 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 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 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.

To enable the Company 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 passages of carriages and traffic over and along 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 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.

And notice is hereby further given, that plans and sections of the proposed tramways and works 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 Surrey, at his office at the Sessions House, Newington, in the same county; at the office of the Board of Trade, at Whitehall-gardens, S.W.; at the office of the Clerk of the Parliaments, House of Lords; at the Private Bill Office, House of Commons; at the office of the Town Clerk of the borough of Kingston-upon-Thames in the county of Surrey, at his office at Kingston-upon-Thames; at the office of the Surbiton Improvement Commissioners, Victoria-road, Surbiton, in the same county; and that so much of the said plans and sections as relates to each parish, extra-parochial, or other places in or through which the proposed tramways will be made, will also, 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 place of abode, and in case of an extra-parochial place, with the parish clerk of the adjoining parish at his place of abode. Each such deposit will be accompanied by a copy of this notice as published in the London Gazette.

The draft of the Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd December next, and printed copies of the draft Provisional Order when made will be furnished at the price of 1s. for each copy to all persons applying for them, at the offices of Messrs. Sutton and Ommaoney, Solicitors, 3, Great Winchester-street, London, E.C.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting the intended application for a Provisional Order, may do so by letter, addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th of January next; and copies of their objections must at the same time be sent to Messrs. Sutton and Ommaoney, as Solicitors for the Company, at their aforesaid address; 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 said Messrs. Sutton and Ommaoney, as such Solicitors as aforesaid, at their said offices.

Dated this 18th day of November, 1880.

Sutton and Ommaoney, 3, Great Winchester-street, London, E.C., Solicitors for the Order.

Board of Trade.—Session 1881.

Jarrow and Hebburn and District Tramways. (Construction of Street Tramways in the districts of Jarrow and Hebburn; 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, 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 rails, plates, sleepers, junctions, passing places, stables, carriage houses, sheds, buildings, works, and conveniences connected therewith respectively (that is to say)—

Tramway No. 1.—A tramway, situated partly in the borough of Jarrow and partly in the district of Hebburn, and wholly in the parish of Jarrow and the united township of Hedworth, Monkton, and Jarrow, commencing in the South Shields-road, on the bridge over the river Don, at a point coinciding with the intersection of the said bridge by the boundary line between the boroughs of South Shields and Jarrow, and proceeding in a north and westerly direction into and along the South Shields-road, Cuthbert-terrace, High-street, Monkton-road, Grange-road, Ellison-street, Western-road into and along a new road proposed to be made partly in the borough of Jarrow and partly in the district of Hebburn Local Board, and commencing near the west end of Western-road, and proceeding in a westerly direction until it joins the east end of Argyle-street, in the district of Hebburn; into and along Argyle-street, thence turning in a southern direction into and along Prince Consort-road, to and terminating at a point in the centre of the said road opposite the south-east corner of Tennant-street.

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 South Shields-road from a point 1·2 chains north of the commencement of Tramway No. 1, as above described to a point 8·7 chains north of the said commencement.

In South Shields-road from a point 15 yards east of the north-west corner of St. Paul's

Churchyard to a point 33½ yards north-west of the said corner of the said churchyard.

In South Shields-road and High-street from a point 32 yards south-east of the south-east corner of Cuthbert-terrace, to a point opposite the south-west corner of Cuthbert-terrace.

In High-street from a point 6 chains west of the south-west corner of Cuthbert-terrace to a point nine chains west of the said corner of Cuthbert-terrace.

In High-street from a point 37 yards south-west of the north-west corner of Don-street to a point 301 yards south-west of the said corner of Don-street.

In High-street and Monkton-road from a point 23 yards north-east of the intersection of the centre lines of Monkton-road and High-street to a point opposite the north-east corner of Chapel-street.

In Monkton-road and Grange-road from a point 27 yards south of the north-west corner of Monkton-road and Grange-road to a point 23 yards east of the north-east corner of Caledonian-road.

In Grange-road and Ellison-street from a point 30 yards east of the intersection of the centre lines of Grange-road and Ellison-street to a point opposite the south-east corner of St. James'-place.

In Ellison-street and Western-road from a point 30 yards south of the intersection of the centre lines of Ellison-street and Western-road to a point 26 yards west of the said intersection.

In Western-road from a point opposite the north-west corner of McIntyre-street to a point opposite the north-west corner of Wear-street.

In Western-road from a point opposite the north-west corner of Berkeley-street to a point three chains west thereof.

In Western-road and the proposed new road from Western-road to Argyle-street from a point seven chains three yards west of the intersection of the centre lines of Western-road and Berkeley-street to a point one furlong, eight chains, and three yards west of the said intersection.

In the proposed new road, from the Western-road to Argyle-street from a point 23 yards west of the north-west corner of the schools in Colliery-square to a point 96 yards west of the said north-west corner.

In the proposed new road from Western-road to Argyle-street from a point three chains 25 yards east of the centre of the Bede Metal Company's Railway, to a point 25 yards east of the centre of the said railway.

In Prince Consort-road from a point 85 yards south of the south-west corner of Argyle-street to a point five chains 17 yards south of the said corner of Argyle-street.

In Prince Consort-road from a point three chains north of the north-east corner of Tennant-street to a point opposite the north-east corner of Tennant-street.

Tramway No. 2.—A tramway situated wholly in the borough of Jarrow and the parish of Jarrow, and in the united township of Hedworth, Monkton, and Jarrow, commencing on a new bridge proposed to be erected over the River Don in continuation of the private carriage road running along the west boundary wall of St. Paul's Churchyard; (the centre of the proposed bridge to be at a point distant two chains 12 yards measured in a straight line in a south-east direction from the south-west corner of St. Paul's Churchyard) at the point of the intersection thereon of the boundary line

between the boroughs of South Shields and Jarrow with the said proposed bridge, and proceeding in a northern direction into and along the private road now existing along the west boundary of St. Paul's Churchyard, and terminating by a junction with Tramway No. 1 at a point in South Shields-road, 18 yards north-west of the north-west corner of St. Paul's Churchyard.

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 the private road existing along the West Boundary of St. Paul's Churchyard and South Shields-road, from a point 18 yards south of the north-west corner of St. Paul's Churchyard to a point 16 yards north-west of the said corner of St. Paul's Churchyard.

Tramway No. 3.—A Tramway situated wholly in the borough of Jarrow and parish of Jarrow and united township of Hedworth, Monkton, and Jarrow, commencing by a junction with Tramway No. 1, at a point in South Shields-road, 21 yards south-east of south-east corner of Cuthbert-terrace and proceeding in a northern direction into and along a new street proposed to be made in continuation of Queen's-road, thence turning westward along the said proposed new street, into and along Queen's-road and Grange-road to and terminating by a junction with Tramway No. 1, at a point in Grange-road 13 yards west of the intersection of the centre lines of Grange-road and Monkton-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 South Shields-road and the proposed street in continuation of Queen's-road, from a point coinciding with the commencement of Tramway No. 3 to a point 1·8 chains north of the said commencement.

In the proposed street in continuation of Queen's-road from a point 145 yards north of the south-east corner of the houses in Cuthbert-terrace to a point 67 yards east of the centre of the Jarrow ballast crane waggon-way.

In Queen's road from a point 3·1 chains east of the north-east corner of Knight-street to a point opposite the north-east corner of Knight-street.

In Queen's-road from a point 17 yards west of the north-west corner of Duke-street, to a point 27 yards west of the north-west corner of Dogbank-row.

In Queen's-road and Grange-road from a point 27 yards east of the north-east corner of Staple-row to a point 16 yards west of the north-west corner of Staple-row.

In Grange-road from a point 16 yards east of the north-east corner of Monkton-road, to a point coinciding with the termination of Tramway No. 3.

Tramway No. 4.—A tramway situated wholly in the parish of Jarrow and united township of Hedworth, Monkton, and Jarrow, and partly in the district of Hebburn, commencing by a junction with Tramway No. 1, in Western-road at a point 7 chains 7 yards west of the north-west corner of Berkley-street, and proceeding in a north and west direction along Western-road, Blakett-street, Hebburn Low-road, Carr-street, thence turning into and along Prince Consort-road, and proceeding in a southerly direction to and terminating by a junction with Tramway No. 1 at a point in Prince Consort-road five yards south of the south-west corner of Argyle-street.

Tramway No. 4 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 Western-road from the commencement of Tramway No. 4 as above described to a point three chains north-west of the said commencement of Tramway No. 4.

In Blakett-street from a point 15 yards west of the centre line of John Bowes and Co.'s railways to a point three chains west of the said centre line of the said railways.

In Hebburn Low-road from a point 20 yards west of the west side of the Lead Works to a point two chains and 20 yards west of the west side of the said Lead Works.

In Hebburn Low-road from a point six chains and $1\frac{1}{2}$ yards east of the south-east corner of Hilda-terrace, to a point four chains $1\frac{1}{2}$ yards east of the said corner of the said houses.

In Hebburn Low-road from a point four chains nine yards east of the centre line of the Bede Metal Company's Railway, to a point one chain nine yards east of the centre line of the said railway.

In Hebburn Low-road, from a point 10 chains 13 yards west of the centre line of the Bede Metal Company's Railway, to a point 13 chains 13 yards west of the centre line of the said railway.

Tramway No. 5.—A tramway, situated wholly in the district of Hebburn and parish of Jarrow, and united township of Hedworth, Monkton, and Jarrow, commencing in the proposed new road between Jarrow and Hebburn, by a junction with Tramway No. 1 at a point three chains 18 yards west of the centre line of the Tyne Coal Company's Railway, thence branching off in a south-westerly direction into and along a new branch road to be made in continuation eastward of Carr-street, and joining the proposed new road between Jarrow and Hebburn, thence proceeding westward along the said new branch road to and terminating by a junction with Tramway No. 4 at a point in the said new branch road five chains 19 yards east of the south-east corner of Carr-street.

Tramway No. 5 will be laid as a single line throughout.

Tramway No. 6.—A tramway situated wholly in the borough of Jarrow, and parish of Jarrow, and united township of Hedworth, Monkton, and Jarrow, commencing by a junction with Tramway No. 4, at a point in Blakett-street three chains and seven yards west of the centre line of the railway of J. Bowes and Company, and proceeding thence into and along a proposed new road or branch street, from Blakett-street to the said proposed road from Western-road to Argyle-street and terminating by a junction with Tramway No. 1 at a point in the last-mentioned proposed road, one furlong and eight chains west of the intersection of the centre lines of Berkley-street and Western-road.

Tramway No. 6 will be laid as a single line, except in the following places, where it will be laid as a double line, that is to say:—

In the proposed new road from Jarrow to Hebburn, and the proposed new branch street from the said proposed new road to Blakett-street from a point one furlong eight chains west of the intersection of the centre lines of Berkley-street and Western-road to a point four chains 16 yards north of the south-east corner of the proposed new branch street.

In the proposed new branch street from the proposed road from Jarrow to Hebburn to Blakett-street, and in Blakett-street from a point one chain four yards south of the north-

east corner of the proposed new branch street to a point in Blakett-street three yards east of the north-east corner of the said new branch street.

It is intended to run on the tramways carriages or trucks adapted for use on railways; and the following is a description of each place at which any of the tramways to be authorised by the proposed Provisional Order will be so laid, that for a distance of 30 feet or upwards a less space than 10 feet and six inches shall intervene between the outside of the footpath on either side of the road and the nearest rail of the tramway, viz.:—

Tramway No. 1.—In the South Shields-road and Don Bridge on the east side from a point coincident with the commencement of Tramway No. 1 to a point two chains nine yards north-east of the said commencement.

In South Shields-road on both sides between points respectively two chains nine yards, and five chains two yards north-east of the commencement of Tramway No. 1; on the west side between points respectively five chains two yards and six chains 20 yards north of the said commencement of Tramway No. 1; on both sides between points respectively nine chains two yards and seven chains three yards east of the north-west corner of St. Paul's Churchyard; on the north-east side between points respectively 15 yards east, and $33\frac{1}{2}$ yards north-west of the corner of St. Paul's Churchyard; on the north-west side between points respectively two chains eight yards and three chains $12\frac{1}{2}$ yards north-west of the north-west corner of St. Paul's Churchyard; on both sides between points respectively four chains 16 yards and 16 yards south-east of the south-east corner of Cuthbert-terrace.

In High-street on both sides between points coinciding with the east and west ends of Cuthbert-terrace; on the south-east side between points respectively 37 yards and three chains 37 yards south-west of the north-west corner of Don-street; on both sides between points respectively 23 yards and $7\frac{1}{2}$ yards north-east of the intersection of the centre lines of Monkton-road and High-street.

In Monkton-road on both sides between points respectively coinciding with the south-east corner of Monkton-road and the north-west corner of Albion-street, and between a point 27 yards south of the north-west corner of Monkton-road and the said corner.

In Grange-road on both sides between points respectively coinciding with the north-west corner of Monkton-road, and 20 yards east of the north-east corner of Caledonian-road, and between a point 30 yards east of the intersection of the centre lines of Grange-road and Ellison-street and the south-east corner of Ellison-street.

In Ellison-street on both sides between points coinciding with the south-east corner of Grange-road west and the south-east corner of St. James' place respectively; on the west side between a point 19 yards west of the north-west corner of Ellison-street and the said corner.

In Western-road on the south side between points respectively coinciding with the north-west corner of Ellison-street and 18 yards west of the said corner; on both sides between points respectively coinciding with the south-west corner of McIntyre-street and 17 yards west of the said corner.

In Prince Consort-road on both sides between points respectively five chains seven yards north of the north end of the parapet of the railway bridge and coinciding with the said end of

parapet of said bridge; on both sides between a point two chains 19 yards north of the north-east corner of Tennant-street and the said corner of Tennant-street.

Tramway No. 3.—In South Shields-road on both sides between points respectively 21 yards south-east of the south-east corner of Cuthbert-terrace and 18 yards south-east of the said corner.

In Queen's-road on both sides between a point 3·1 chains east of the north-east corner of Knight-street and the said corner of Knight-street; on both sides between a point 17 yards west of the north-west corner of Duke-street and the north-west corner of Dog Bank-row; on the south side between a point 27 yards east of the north-east corner of Staple-row and the said corner; in Grange-road on both sides between a point 16 yards west of the north-west corner of Staple-row and the said corner; on both sides between a point 16 yards east of the north-east corner of Monkton-road and the point of termination of Tramway No. 3.

Tramway No. 4.—In Western-road on both sides between points respectively coinciding with the foot of the steps at the west end of the foot-bridge over Palmer and Co.'s Railways and 50 yards north-west of the foot of the said steps.

In Blakett-street on both sides between points respectively 17 yards and three chains 13 yards west of the centre of J. Bowes and Company's railway.

In Hebburn Low-road on both sides between points respectively 10 yards east and three chains eight yards west of the west side of the Lead Works of Messrs. Foster, Blakett, and Wilson; on the north side between points respectively six chains 1½ yards east of the south-east corner of Hilda-terrace and four chains 1½ yards east of that corner; on the north side between points respectively coinciding with the south-east corner of Hilda-terrace and six chains 19 yards west of that corner; on the north side between points respectively four chains nine yards and one chain nine yards east of the centre line of the Bede Metal Company's railway.

Tramway No. 6.—In Blakett-street on both sides, between a point three chains seven yards west of the centre line of J. Bowes and Company's railway, and the termination of Tramway No. 6.

NOTE.—Whenever in this notice, in the description of any of the proposed tramways, reference is made to a point as opposite to or coinciding with any given point or place, such point is to be taken as being in the centre of the street in which the tramway is to be laid, and all distances are to be taken as measured along the centre line of each respective tramway.

The proposed Provisional Order will incorporate with itself the whole or some of the provisions of part 2 and part 3 of "The Tramways Act 1870," with such variations therein as may be deemed necessary or expedient, and will contain powers for effecting the objects, or some of the objects, and for conferring on the promoters the powers, or some of the powers following (that is to say)—

To authorise the use on the proposed tramways, or any part or parts thereof, of carriages and engines propelled by steam or mechanical power.

To authorise the promoters to enter upon and open the surface of, and to alter and step up, and otherwise interfere with streets, turnpike roads, highways, public roads, ways, footpaths, bridges, rivers, streams, watercourses, sewers,

drains, 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 stables, 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, goods, minerals, 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, 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 use 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 tramway by persons or corporations other than the promoters, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the promoters and any other persons, companies 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, companies, 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 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 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, or for effecting junctions with the system of any other company or corporation.

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 Corporation, Local Board, Highway Board, Vestry, 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, bridges, and places respectively to enter into contracts or agreement 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 authorise the Company, and any Corporation, persons, Company, or body, from time to time to enter into and carry into effect contracts and agreements for, and in relation to, the construction, working, use, lease, sale, and purchase of the whole or any part of the proposed tramways, and for the making of junctions with the system of any other Company, Corporation, or person upon such terms and conditions as may be agreed on between the contracting parties.

To authorise the company and the Municipal Corporation of Jarrow and any Local Board, landowner, or other person or body to enter into and carry into effect, contracts and agreements for, and in relation to, the laying out, formation and completion of any proposed street or road along which any of the said tramways may be laid or the contributing thereto.

To confirm with or without alteration any contract or agreement touching any power of the order made before the confirmation thereof.

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 street 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 at Durham, in the said county, with the Town Clerk for the Borough of Jarrow at his office at Jarrow, and with the Clerk to the Local Board of Health for the district of Hebburn, at his office at Hebburn, 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 30th 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 such extra-parochial place with the parish clerk of some immediately adjoining parish, at his residence.

The draft of the proposed Provisional Order will be deposited at the office of the Board of Trade on or before the 23rd day of December next, and printed copies of the draft Provisional Order, when deposited, and of the Provisional Order, when made, will be furnished (at the price of one shilling for each copy) to all persons applying for them at the offices of the undersigned.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the intended application for a Provisional Order, may do so on or before the 15th day of January, 1881, 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 offices of Messrs. Robert Purvis and Son; and in forwarding such objections to the Board of Trade, the objectors or their agents should state that a copy thereof has been sent to the promoters or their agents.

Dated this 13th day of November, 1880.

Robert Purvis and Son, 72, King-street, South Shields, Solicitors.

Menzies, Blagburn, and Spencer, 9, Dean-street, Newcastle, Engineers.

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

Colonial Company Limited.

Arrangement and alteration of Share Capital; Raising of additional Money; Division of Shares into Shares of smaller nominal amount; Appropriation of Money already paid up to divided Shares; Preference Shares; Appropriation of Money paid in advance of Calls or repayment thereof; Application of Money to payment of Debenture Debt; Regulation and restriction of Borrowing Powers; Acquisition of Shares from Shareholders by the Company; Cancellation of Shares; Power to dispose of Shares at a premium; Alteration for purposes of Bill of Memorandum and Articles of Association; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in next session for leave to bring in a Bill (hereinafter called "the Bill") to effect or to make provision for effecting the following objects, or some of them, that is to say, the rearrangement and alteration of the share capital of the Colonial Company Limited (hereinafter called "the Company"); the raising by the Company of additional money, either by the creation of new capital, or by means of the existing capital still unissued, and either as ordinary shares, or in such manner, and with such priority as respects dividend; and also if thought expedient as respects capital and otherwise, and with such other privileges; and subject to such conditions as shall be defined in the Bill or resolved on by the Company or by the directors thereof, or partly by one and partly by the other of those modes; the division of the shares already issued into shares of smaller nominal amount, and the raising of any unissued capital in shares of corresponding amount; the conversion (at the option of the holders or otherwise, and either in consideration of a premium or otherwise, and either in proportion to the holdings of the shareholders or otherwise) of such number as may be defined or

resolved on, as aforesaid, of the shares already issued (whether original or divided) or hereafter to be issued into preference shares with priority as respects dividend; and also if thought expedient as respects capital over the ordinary shares, and with such other privileges, and subject to such restrictions as respects transferring the said shares or otherwise, as shall be defined or resolved on as aforesaid; the appropriation between the preference and ordinary shares of the amount already paid up on the shares to be so divided in such proportion as shall be defined or resolved on as aforesaid; the appropriation (with the consent of the holders or otherwise) of any amount which has been paid up by any shareholder or shareholders in advance of calls as payment in full or in part (as the case may be) of any shares, ordinary or preference, held by him or them respectively, and either in satisfaction of calls, or in advance of calls on such shares, or the repayment to him or them of any portion of such amount or such appropriation in respect of part of such shares and such repayment in respect of others of such shares; the application (if thought expedient) of the money which may be raised in manner hereinbefore mentioned or otherwise, or of part of such money specially to the payment in whole or in part of the debenture debt of the Company, or of any specific portion thereof; the regulation and (if thought fit) the restriction of the borrowing powers of the Company; the acquisition by the Company on such terms as shall be fixed by agreement, or arbitration, or otherwise, under the provisions of the Bill of the shares of any shareholder; the cancellation of shares held and acquired by the Company; the issue by the directors of any shares which may be hereafter created as preference shares to any person willing to purchase the same at a premium; the alteration as respects the number and nominal amount of shares, calls on shares, dividends, and other matters necessary or expedient for carrying out the objects of the Bill, of the Memorandum and Articles of Association of the Company, and of the provisions of the Companies Acts, 1862, 1867, 1877, and 1879.

It is intended by the Bill to vary or extinguish all rights and privileges which may interfere with any of the objects thereof, and to confer all rights and privileges which may be expedient for carrying those objects into effect, or in relation thereto.

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 19th day of November, 1880.

*Grahames, Wardlaw, and Currey, 30,
Great George-street, Westminster, Parli-
amentary Agents.*

Board of Trade.—Session 1881.

Ramsgate West Cliff Pier.

(Application for Provisional Order for Powers to erect a Pier at the West Cliff, Ramsgate, and to levy Tolls, &c.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade by the Ramsgate West Cliff Pier Company, Limited (hereinafter called "the Promoters"), on or before the 23rd December, 1880, pursuant to "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):—

To authorize the Promoters to construct and

maintain the following works in the parish of Ramsgate, Isle of Thanet, in the county of Kent:

A pier, the centre line of which will commence at the north-west side of the iron railing at the edge of the West Cliff Promenade, in the parish of Ramsgate, in the county of Kent, at a point distant 120 feet north-east of a stone marking the boundary of the old liberty way, and 120 feet north-eastward of the boundary stone marking the division of the parishes of Ramsgate and St. Lawrence, in the county of Kent, and thence in a south-easterly direction over the foreshore in a line parallel to the boundary of the ancient liberty way, and the boundary of the two said parishes terminating at a point 1,500 feet distant from the said railings, and 700 feet seaward of low water-mark spring tides, or thereabouts.

To make, provide, and maintain in connection with the aforesaid pier, or any part thereof, all necessary and convenient shipping and landing-places, roads, footpaths, pavilions, refreshment-houses, waiting-rooms, baths, depôts, warehouses, sheds, toll-houses, toll-gates or bars, custom-houses, cranes, hydraulic and inclined lifts, stairs, buoys, moorings, sewers, drains, groynes, and other works and conveniences.

To authorize 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 such pier, works, buildings, rooms, and conveniences, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to confer or extinguish other rights and privileges; to sell, let or lease, or otherwise, any of their authorized tolls, rates, duties, charges, pier 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 pier, works, and property, and the regulation and control of vessels, persons, animals 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 piermasters, meters, weighers, and other officers and servants, and the Order will define the limits within which the powers of such piermasters, meters, weighers, officers and servants may be exercised.

The intended Order 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 Lands Clauses Consolidation Acts, 1845, 1860 and 1869;" "The Harbour, Docks, and Piers Clauses Act, 1847;" "The General Pier and Harbour Act, 1861;" and of "The General Pier and Harbour Act (1861) Amendment Act."

And notice is hereby further given that, on or before the 30th day of November instant, plans and sections of the proposed pier and works, and a copy of this notice published in the London

Gazette will be deposited with the Clerk of the Peace for the county of Kent at his office, at Maidstone, and at the Custom House, Ramsgate, in the said county of Kent, and at the office of the Board of Trade, Whitehall-gardens, London.

And notice is hereby given that, on or before the said 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 20th day of November, 1880.

J. B. Batten and Co., 32, Great George-street, Westminster, London, S. W., Solicitors and Parliamentary Agents.

In Parliament.—Session 1881:

South Eastern Railway.

(Extension of Time limited by former Acts for Compulsory Purchase of Lands; Revival of Powers of South Eastern Railway Act, 1874, for Purchase of Lands at Sandling Park Junction, and Extension of Time limited for such Purchase; Extension of Time for Completion of Works in Bermondsey and in Ewer-street, St. Saviour's, Southwark; Construction of New Railways; Deviation of Railway; Widening of Railway and Stopping up of Footpaths in Kent; Construction of New Railway in Sussex; Stopping-up Footpath at York-place, St. Martin-in-the-Fields, Middlesex; Compulsory Purchase of Lands for and General Provisions with respect to the Construction of New Railways and Works; Compulsory Purchase of Lands for additional Stations and other Works in Kent and Surrey; Agreements with East London Railway Company for Purchase and Exchange of Lands in Rotherhithe, St. Paul, Deptford; Powers of Purchase and Entry upon Lands for experimental operations in connection with Construction of Tunnel under English Channel; Vesting in Company of undertaking of Westerham Valley Railway Company, Loose Valley Railway Company, Hundred of Hoo Railway Company, West Wickham and Hayes Railway Company, and Dissolution of those Companies; Levying of Tolls; Power as to Caterham and Godston and Godston Village Extension Railway; Power of Agreement for Lease by or Sale or transfer to the Company of the Undertaking of the East London Railway Company, or for Amalgamation of that Company with the South Eastern Company; Power to London Brighton and South Coast Railway Company to participate in any Agreement with the East London Railway Company, and to become Joint Owners with Company of East London Company's Undertaking; Running Powers over London Chatham and Dover Railway into the London Fruit, Vegetable, and Flower Market; Powers of Agreement with the Corporation of London; Agreements as to Harbour of Nieuport, Belgium; Amendment of Powers of Agreement as to Boulogne Harbour; Agreements as to Tramways at Hythe, Newington, and Cheriton, Kent; Powers as to Hotel and Licensed Premises; Tolls; Creation of New Capital; Amendment of Acts.)

A PPLICATION is intended to be made to Parliament in the next session by the South Eastern Railway Company (hereinafter called "the Company") for leave to bring in a Bill for effecting the objects or some of the objects following:

To further extend the time limited by the South Eastern Railway Act, 1876, as extended by subsequent Acts, for the compulsory purchase of the following lands by that Act authorised to be acquired (namely)

1. The lands required for the extension of the Hythe and Sandgate Branch Railway to Folkestone and
2. The additional lands described in section 8 of the "South Eastern Railway Act, 1876," and therein numbered 1, 2, 3, 4, 5, and 6:

To extend the time limited by the "South Eastern Railway Act, 1878," for the compulsory purchase of the lands distinguished as B and C in Section 16 of that Act:

To extend the time limited by the "South Eastern Railway Act, 1880," for the compulsory purchase of land for the purposes of the "Caterham and Godstone Valley Railway Act, 1876."

To revive the powers conferred by the "South Eastern Act, 1874," for the compulsory purchase of certain lands, houses, and other property at or near Sandling Park Junction, in the parish of Saltwood, in the county of Kent, and to extend the time limited by that Act for the purchase of the same.

To further extend the time limited by the "South Eastern Railway Act, 1872," as extended by subsequent Acts, for the alteration and raising of the level of St. James's road, in the parish of St. Mary Magdalen, Bermondsey, in the county of Surrey, and the carrying of that road by a bridge over the Bricklayers' Arms branch of the Company, and consequent alterations in the levels of adjoining roads.

To extend the time limited by the "South Eastern Railway Act, 1878," for stopping up and discontinuing the part of Ewer-street, in the parish of St. Saviour, Southwark, in the county of Surrey, described in Section 8 of that Act.

To authorise the Company to make and maintain the railways, deviation railway, widening, and works hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith.

1. A railway, in the county of Kent, to be called "The Northfleet and Snodland Loop," commencing in the parish of Northfleet, by a junction with the North Kent Branch of the South Eastern Railway, at a point thereon 6½ chains or thereabouts (measured along the said railway) from and on the London side of the bridge by which the Northfleet and Springhead footpath is carried over the said branch railway, and passing through the said parish of Northfleet into and through the several parishes following, namely:—Nurstead, Cobham, Luddesdown, Halling, and Snodland, and terminating in the said parish of Snodland by a junction with the Strood and Maidstone Branch of the South Eastern Railway, at a point on the Strood side of Snodland Station, 5½ chains or thereabouts (measured along the said railway) from the Strood end of the down passenger platform at the said station.
2. Two railways, both in the county of Kent, to be called "The Rochester and Chatham Extensions:"
 - (a) Railway (No. 1), commencing in the parish of Frindsbury, by a junction with the Strood and Maidstone Branch of the South Eastern Railway in Strood Station, at a point 13 yards or thereabouts (measured along the said railway in the direction of London) from the Maidstone end of the down passenger platform, and passing through the said parish of Frindsbury into and through the parish of Strood, and thence by a bridge over the river Medway into and through the parish of Saint Nicholas Rochester, and terminating in that parish at the junction of High-street with the westernmost side of Railway-place.
 - (b) Railway (No. 2), commencing in the said parish of Saint Nicholas Rochester by a junc-

- tion with the Railway (No. 1) last described, at the termination thereof, and passing through that parish into the parishes of Saint Margaret, Rochester, and Chatham, and terminating in the town and said parish of Chatham at a point on the westernmost boundary of Hammond-hill, 2 chains or thereabouts from the New-road.
3. A railway in the county of Kent, to be called "The Maidstone and Harrietsham Railway," commencing in the parish of Maidstone, by a junction with the South Eastern Railway in Maidstone Station, at or near the southern face of the bridge by which the Tunbridge-road is carried over the said railway, and passing through the said parish of Maidstone into and through the parishes of Boxley, Bearstead, Otham, Thornham, Leeds, Hollingbourn, and Harrietsham, and terminating in the said parish of Harrietsham by a junction with the railway authorised by the Maidstone and Ashford Railway Act, 1880, at or near the point where the centre line of that railway as shown on the plans thereof deposited with the Clerk of the Peace for the County of Kent is intersected by a fence which separates the wood numbered 3 from a field numbered 5 on the said plans.
4. A railway, in the county of Kent, to be called "The Lenham and Chartham Railway," commencing in the parish of Lenham by a junction with the authorised railway last-named, at or near the point where the centre line of that railway, as shown on the said plans deposited in respect thereof, intersects the eastern side of a road connecting New Shelve with Lenham Forstal, and which road is shown on the said plans, and thereon numbered 60, and passing through the said parish of Lenham into and through the parishes of Wichling (otherwise Wychling), Charing, Stalisfield, Westwell, Throwley, Challock, Moldash, Chilham, and Chartham, and terminating in the said parish of Chartham by a junction with the Ashford and Canterbury branch of the South Eastern Railway at a point $14\frac{1}{2}$ chains or thereabouts (measured along that railway) from the Ashford side of the bridge carrying the public road over the said railway at Shalmsford-street.
5. A deviation railway, in the county of Kent, commencing in the parish of Cheriton by a junction with the railway authorised by the South Eastern Railway Act, 1876, at a point on the centre line of that railway, as shown on the plans thereof deposited with the Clerk of the Peace for the county of Kent, 7 furlongs $7\frac{1}{2}$ chains or thereabouts from its commencement, and passing through the said parish of Cheriton into and through the parish of Folkestone, and terminating in that parish at a point shown on the said deposited plans as being 1 mile 2 furlongs $8\frac{1}{2}$ chains or thereabouts from the commencement of the said authorised railway.
- The Bill will authorise the Company to abandon the construction of so much of the railway authorised by the said Act of 1876 as will be rendered unnecessary by the construction of the said deviation railway.
6. The widening of the London and Greenwich Railway in the parish of St. Paul, Deptford, in the county of Kent, commencing by a junction with the said railway on the London side of Deptford Station at a point thereon 36 yards or thereabouts (measured along the said railway), from the western end of the

locomotive engine shed at the said station, and terminating by a junction with the said London and Greenwich Railway at a point thereon 125 yards or thereabouts (measured along the said railway) to the eastward of High-street, Deptford.

7. The stopping up and discontinuance of the use for public traffic of so much of the footpath in the parish of Frindsbury in the county of Kent, leading from Frindsbury-hill to the road connecting Frindsbury-road with the up side of the South Eastern Railway Station at Strood as lies between the Company's road and a point on the said footpath 25 yards or thereabouts (measured along the said footpath) from its junction with the highway at Frindsbury, and the vesting in the Company of the site and soil of the part of the said footpath to be so stopped up, freed from all public or private rights of way or other rights.
8. The stopping up and discontinuance of the use for public traffic of so much of the public highway in the parish and township of Folkestone, in the county of Kent, leading from Coolinge-lane to the Cheriton-road as lies between its junction with the last-named road and a point on the said highway opposite to the northern side of the Shornclyffe Inn, and the vesting in the Company of the site and soil of the part of the said highway to be so stopped up, freed from all public or private rights of way or other rights, and also the abandonment and removal of the bridge over the Company's railway and the approaches thereto, and the extinguishment of all public and other rights connected therewith.
9. The stopping up and discontinuance of the use for public traffic of parts hereinafter described of the following footpaths in the parish of Bromley, in the county of Kent, namely—
- (a) So much of the footpath leading from the London-road to Tweedy-road as lies between the north-east corner of the College Field fronting the said London-road and the junction of the said College-road and Tweedy-road.
- (b) So much of the footpath leading from the said London-road to Farwig-lane as lies between the south-west corner of the said College Field fronting the said London-road and the said Farwig-lane at the junction of the said College-road and Farwig-lane.
- The substitution in lieu thereof of two new roads leading from the said London-road to College-road and Tweedy-road respectively.
10. A railway in the parish of St. Leonard, in the county of Sussex, commencing by a junction with the Tunbridge Wells and Hastings branch of the South Eastern Railway, at or near the mile post indicating 72 miles on that railway, and terminating on the northern side of the highway leading from St. Leonard's to Eastbourne, at or near the eastern side of a bridge under the said highway called White Bridge.
- To authorise the Company to stop up and discontinue the use for public traffic of so much of York-place, in the parish of St. Martin-in-the-Fields, in the county of Middlesex, as lies between Buckingham-street and Villiers-street, and to vest in the Company the site and soil of that part of the said York-place to be so stopped up, freed from all public and private rights of way and other rights.
- To authorise the Company to purchase and acquire by compulsion or otherwise, within the

parishes, townships, and extra-parochial places aforesaid, lands, houses, tenements and hereditaments, for the purposes of the intended railways, deviation railway, widening, 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 acquired.

To enable the Company to purchase so much of any house or other building or manufactory as they may require for the purposes of the said Bill, without being subjected to the liability imposed by the ninety-second section of the Lands Clauses Consolidation Act, 1845.

To authorise the Company to deviate laterally from the lines of the several railways and works proposed to be authorised by the Bill, 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 empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, highways, streets, courts, passages, footpaths, ways, pipes, sewers, rivers, streams, bridges, railways and tramways within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary or convenient to cross, divert, alter or stop up for the purposes of the Bill.

To authorise the Company in addition to the other lands which they will by the Bill be authorised to acquire, to purchase and acquire by compulsion or otherwise, and to hold for the purpose of enlarging and extending their stations and siding accommodation, and for roads and approaches, and for other purposes of their undertaking, all or any of such of the lands and buildings following as are delineated on the deposited plans and described in the deposited books of reference relating thereto:—

- (a) Lands and houses in the parish of Saint Mary Magdalen, Bermondsey, in the county of Surrey, being Nos. 232, 234, 236, 238, 240, and 242, Lynton-road.
- (b) Lands in the parish of Frindsbury, in the county of Kent, situate over and on both sides of the railway tunnel at the London end of the Strood Station, and in the occupation of Mary Ann Savage.
- (c) Lands in the said parish of Frindsbury, contiguous to the lands lastly described, and adjoining the sidings of the Company's coal depôt at the canal basin, and in the occupation of Richard Heath.
- (d) Lands in the parish of Tunbridge, in the county of Kent, being the houses numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, Saint James's Cottages, Saint James's-passage, Tunbridge Wells.

To enable the Company and the East London Railway Company to make and carry into effect agreements with respect to the purchase, sale, and exchange for the purposes of their respective undertakings of lands in the parish of Rotherhithe, in the county of Surrey, and in the parish of St. Paul, Deptford, in the counties of Kent and Surrey.

To authorise the Company for the purpose of experimental operations in connection with the construction of a tunnel under the English Channel; to purchase and acquire by compulsion or otherwise, and to hold certain lands, including the beach and foreshore in the parish of Hougham, in the county of Kent, in the occupation of Thomas Vickers John Morris, Thomas Broadley, Stephen Dale, and the Lords Commissioners of the Admiralty, which said lands are bounded on the north by an imaginary line drawn from a point at the

boundary of the parishes of Capel-le-Ferne and Hougham, about 20 yards east from the Royal Oak Inn, on the Folkestone and Dover Turnpike-road, and running in a south-easterly direction to about 14 yards south of Abbotscliff House, thence in an easterly direction to the northernmost building of Lydden Spout Coastguard Station, thence in a straight line in a north-easterly direction to the road in front of the Townshend Coastguard Station; on the east by a line extending from the last-named point, direct south to the sea; on the south by the sea beach and foreshore, and on the east by the said parish boundary, extending from a point on the said Folkestone and Dover turnpike-road, about 20 yards east of the said Royal Oak Inn, southwards to the sea, and which said lands are delineated on the deposited plans, and described in the deposited books of reference relating thereto.

To provide that the Company for the purposes of such experimental operations, may take temporary possession of any of the lands lastly described, upon such terms and conditions as may be prescribed by the Bill, without being required to purchase the same.

To provide for the sale and transfer to the Company, and to enable the Company to purchase the undertakings of the Westerham Valley Railway Company, the Loose Valley Railway Company, the Hundred of Hoo Railway Company, the West Wickham and Hayes Railway Company, which Companies are hereinafter referred to as the "vested Companies," upon such terms and conditions as may be provided for or prescribed by the intended Bill. To dissolve or provide for the dissolution of the vested Companies. To empower the Company to create stock, and to substitute such stock for shares or stock of the vested Companies, or either of them. And to provide for the payment and transfer to the persons named in the Bill, or to the Company, of the several sums of Three Pounds per Centum Consolidated Bank Annuities, deposited in the Chancery Division of the High Court of Justice in England, with respect to the application to Parliament for the Westerham Valley Railway Act, 1876, the Loose Valley Railway Act, 1877, the Hundred of Hoo Railway Act, 1879, the hundred of Hoo Railway (Extension) Act, 1880, and the West Wickham and Hayes Railway Act, 1880.

To provide that the railways, deviation railway, and widening, authorised by the intended Act, and by the Acts relating to the Westerham Company, the Loose Valley Company, the Hundred of Hoo Company, and the West Wickham Company, shall for all purposes, including the levying of tolls, fares, rates, and charges, be deemed to be part of the railways of the Company.

To authorise the London Brighton and South Coast Railway Company (in this notice called "The Brighton Company") to elect, within a period to be defined by the Bill, to become joint owners, upon such terms and conditions as either have been or may be agreed upon between the Company and the Brighton Company, of the Caterham and Godstone Valley Railway, and the Godstone Village Extension Railway, and to authorise the Brighton Company if necessary to raise additional capital for the purpose of the said Caterham and Godstone Valley, and the Godstone Village Extension Railways, by shares or stock, whether preferential or ordinary, and by borrowing, and to apply to the same purposes any funds now under the control of that Company, and to enable the Company and the Brighton Company to exercise all the powers relating to the management and control of the said Caterham and Godstone Valley and the Godstone Village Extension Railways, by means of a joint committee or other-

wise, and to confer on such joint committee all proper and necessary powers.

To empower the Company and the East London Railway Company, from time to time to make and carry into effect agreements with respect to the making by the East London Railway Company, and the accepting by the Company, of a lease or of a sale or transfer of the undertaking of all or any part of the East London Railway, and the property or effects of that Company, and all or any part of their rights, powers, and privileges or authorities, whether with reference to their own undertaking or to that of any other Company, or otherwise to provide for the amalgamation of the East London Railway Company and their undertaking, railway and property, with the undertaking, railway and property of the Company. To authorise the Company to raise money for the purpose of such lease, sale, transfer, or amalgamation.

To authorise the London Brighton and South Coast Railway Company (hereinafter called the Brighton Company), if they so elect, within a period to be defined by the Bill, to participate in any such agreement to be made between the East London Company and the Company as aforesaid, and to become joint owners upon the terms and conditions of such agreement, or upon such terms and conditions as may be contained in the Bill, of the East London Company's undertaking, and if necessary to raise additional capital for the purpose of the said agreement, or of the said lease, sale or transfer, by shares or stock, whether preferential or ordinary, and by borrowing, and to apply to the same purposes any funds now under the control of the Brighton Company, and to enable the Company and the Brighton Company to exercise all the powers relating to the management and control of the said East London Company's undertaking, by means of a joint committee, or otherwise, and to confer on such joint committee all proper and necessary powers.

To amend, vary or repeal, so far as may be necessary for the purposes of the said agreement, or of such lease, sale, transfer, or amalgamation, the East London Railway Further Powers Act, 1870, and the agreement contained in the schedule to that Act.

To authorise the Company to pass over and use with their engines and trains, the branch railway or sidings connecting the railway of the London Chatham and Dover Railway Company, in the parishes of St. Sepulchre and city of London, and in the parish of St. Sepulchre, in the county of Middlesex, or one of them, with the Fruit, Vegetable and Flower Market, in the city of London, authorised by the London Central Markets Act, 1870, on such terms as may be agreed upon between the Company and the London Chatham and Dover Railway Company, or as may be determined by arbitration.

To enable the Company and the Corporation of London to make and carry into effect agreements with respect to the following purposes, or some of them:

The acquisition by the Company by purchase, lease or otherwise, of any lands, or of any interest in lands, of the Corporation, situate at, under, or adjacent to the said Fruit, Vegetable, and Flower Market in the city of London.

The use and occupation by the Company of any part of the site of the said market, and the erection thereon, or upon any lands to be acquired by them as aforesaid, of any buildings, works, and conveniences.

The receiving, collection, warehousing, delivery, and forwarding of goods and merchandise consigned to and from the said market, and

the lands to be acquired by the Company as aforesaid.

To enable the Company to levy and recover tolls, rates, and charges for and in respect of the receiving, collection, warehousing, delivery, and forwarding of goods as aforesaid.

To empower the Company on the one hand, and the Government of the King of the Belgians, the Provincial Council of West Flanders, in the Kingdom of Belgium, and any other corporation, person, or body of persons on the other hand, from time to time to make and carry into effect agreements with respect to all or any of the purposes following:—

- (a) The enlargement and improvement of the port and harbour of Nieuport, in the said province of West Flanders, and the construction of a new harbour, jetties, piers or landing places or other works or conveniences at Nieuport aforesaid, and the contribution by the Company towards the cost of the same.
- (b) The working, use, management, and maintenance of such harbour, jetties, piers and other works, and of any part or parts thereof respectively.
- (c) The supply and maintenance by the Company of engines, stock and plant at the said harbour, and the employment of officers and servants thereat.
- (d) The management and regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the said harbour, port, or works.
- (e) The fixing, collection, and apportionment of the tolls, rates, and income levied or arising in respect of such port, harbour, or other works, and of the traffic thereof.

To provide that section 13 of the South Eastern Railway Act, 1874, shall have effect as if the words "either jointly or separately" were therein inserted, instead of the word "jointly."

To amend sections 17 and 18 of the Cranbrook and Paddock Wood Railway Act, 1877, as respects the maximum sum thereby authorised to be subscribed by the Company towards the undertaking of the Cranbrook and Paddock Wood Railway.

To empower the Company on the one hand, and the Mayor, Aldermen, and Burgesses of Hythe, the Seabrook Estate Company, Limited, or any other person or body of persons on the other hand, from time to time, subject to the provisions of the Tramways Act, 1870, to make and carry into effect agreements with respect to the maintenance or management of any tramway or railways constructed, or to be constructed in the parishes of Saint Leonard, Hythe, Newington-next-Hythe, and Cheriton, in the county of Kent, the use or working of any such tramway or railway, and the fixing, collecting, and apportionment of the tolls, charges, receipts, and revenues taken or arising in respect of traffic thereon.

To enlarge the powers of the Company with respect to the investment of their reserve or insurance fund.

To empower the Company to hold and maintain the hotels now belonging to or held by them, and also to build, provide, lease, and maintain at or in connection with any station on any railway owned or worked by them, either solely or jointly with any other Company, hotels, or hotel, and to furnish, stock, manage, and conduct such hotels and the business thereof, and to employ officers 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 and about any of the before

mentioned purposes, and to empower the Company for all or any of the purposes aforesaid, to appoint a committee or committees of management, upon such terms and with such powers and duties as the directors may think fit.

To make provisions with respect to the renewal of the license or licenses of any premises which may be required by the Company for the purposes of the intended Act, and which premises are or may be licensed for the sale of wine, beer, or intoxicating liquors, notwithstanding that the premises to which such license or licenses relates or relate may be or be about to be altered or wholly or partly rebuilt or extended, and to enable the Company to substitute for such licensed premises any other premises, or a site for the re-erection of other premises, and to enable the Company or their nominee to apply for a license for such altered, rebuilt, or extended or substituted premises, as if the application were for a renewal of an existing license, and not for a new license.

To authorise the Company to raise further sums of money for the purposes of the Bill, and also for the general purposes of their undertaking, by the creation of new shares or stock, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, or by borrowing, or by creation of debenture stock, and also to apply to all or any such purposes any capital or funds now belonging to the Company or which may hereafter belong to them.

The Bill will vary and extinguish all existing rights and privileges which might interfere with its objects, and it will incorporate with itself and amend the provisions or certain of the provisions of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869; the Railways Clauses Consolidation Act, 1845; the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869, and Part 1, relating to the construction of a railway, Part 2 relating to extension of time, and Part 5, relating to amalgamation of the Railway Clauses Act, 1863; and it will also amend, repeal, and enlarge, so far as may be necessary or expedient for the purposes of the Bill, the provisions or some of the provisions of the several local and personal Acts following, namely:—6th William IV, cap. 75; "The South Eastern Railway Act, 1863;" "The South Eastern Railway Act, 1870;" "The South Eastern Railway Act, 1872;" "The South Eastern Railway Act, 1874;" "The South Eastern Railway Act, 1876;" "The South Eastern Railway Act, 1877;" "The South Eastern Railway Act, 1878;" "The South Eastern Railway Act, 1879;" "The South Eastern Railway Act, 1880;" and all other Acts relating to the Company, and the several undertakings vested in or worked by them; the Acts 9 & 10 Vict. cap. 283; 33 & 34 Vict. cap. 154; 36 & 37 Vict. cap. 226; 39 & 40 Vict. cap. 55; 41 & 42 Vict. cap. 72; and all other Acts relating to the London Brighton and South Coast Railway Company; the Acts; 16 & 17 Vict. cap. 132; 22 & 23 Vict. cap. 54; 23 and 24 Vict. cap. 177; and all other Acts relating to the London Chatham and Dover Railway Company; "The East London Railway Act, 1865," and all other Acts relating to the East London Railway Company; "The Loose Valley Railway Act, 1877;" "The Loose Valley Railway Act, 1880;" "The Hundred of Hoo Railway Act, 1879;" "The Hundred of Hoo Railway (Extension) Act, 1880;" "The West Wickham and Hayes Railway Act, 1880;" "The Westerham Valley Railway Act, 1876;" "The Caterham and Godstone Valley Railway Act, 1876;" "The Cranbrook and Paddock Wood Railway Act, 1877;" "The Cranbrook and Paddock Wood Railway Act, 1879;" and "The Maidstone and Ashford Railway Act, 1880."

And notice is hereby also given, that plans and sections of the works proposed to be authorised by the Bill, showing the lines and levels thereof, and plans also of the lands intended to be taken compulsorily under the powers of the Bill, with a book of reference to such plans respectively, together with in each case a copy of this notice as published in the London Gazette, will on or before the 30th day of November, 1880, be deposited for public inspection as follows (that is to say): As to so much of the said lands as are situate in the county of Kent, with the Clerk of the Peace for that county, at his office at Maidstone. As to so much of the said lands as are situate in the county of Sussex, with the Clerk of the Peace for that county, at his office at Lewes, in that county. As to so much of the said lands as are situate in the county of Surrey, with the Clerk of the Peace for that county, at his office, at the Sessions House, Newington Causeway, in that county; and as to so much of the said lands as are situate in the county of Middlesex, with the Clerk of the Peace for that county, at his office at the Sessions House, Clerkenwell-green, 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, 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 as follows: As relates to the parish of St. Mary Magdalen, Bermondsey, with the Vestry Clerk of that parish, at his office at Malthy-street, Bermondsey. As relates to the parish of St. Martin-in-the-Fields, with the Vestry Clerk of that parish, at his office, at the Vestry Hall in St. Martin's-lane. As relates to the parish of St. Paul, Deptford, with the Clerk of the Greenwich District Board of Works, at his office, at 141, Greenwich-road, Greenwich; and as relates to the other parishes mentioned in this notice, with the parish clerk of each such parish, 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 intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1880.

Dated this 19th day of November, 1880.

Stevens and Mortimer, 22, Abingdon-street, Westminster.

In Parliament—Session 1881.

Kingston-upon-Hull Corporation (Loans, &c.). (Consolidation of Loans; Creation and Issue of Stock; Provisions with reference thereto; Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Mayor, Aldermen and Burgesses of the town or borough of Kingston-upon-Hull, in the county of the same town or borough (hereinafter called "the Corporation"), for an Act for all or some of the following objects and purposes, that is to say:—

1. To authorise and provide for the consolidation and conversion into one stock of the various loans, mortgages and other securities raised or granted, or hereafter to be raised or granted, by the Corporation under their present statutory powers, or under the powers of any Act now or hereafter in force within the borough, and to authorise the creation and issue for that purpose of consolidated or other stock, perpetual or otherwise, upon and subject to such terms and condi-

tions as may be prescribed or provided for by the intended Act, and to make provision with reference to the repayment of the said existing loans, mortgages, or other securities, and the sinking funds applicable thereto; and, if thought fit, to extend the periods for such repayment, to make other provision as to or in lieu of sinking funds, or to convert all or any part of such loans, mortgages, or other securities into a permanent debt.

2. To authorise the Corporation to raise, by the creation and issue of such consolidated or other stock as aforesaid, the whole or any part of the moneys which they now are or may hereafter by any Act to be passed in the ensuing or any future Session of Parliament be authorised to raise.

3. To charge the said stock upon all and every the estates and property of the Corporation, and the rates, revenues and other securities upon which the Corporation are, or may be, authorised to raise money.

4. To authorise the investment of trust funds in the consolidated or other stock, or other securities of the Corporation, and to exempt the Corporation from liability in respect of notice of any trust affecting such stock or securities.

5. To provide for the registration in the name and as the separate property of any woman, married or about to be married, of stock, annuities, or other securities of the Corporation, and to give or extend to any such woman in respect of her separate property invested, or to be invested, in the mortgages, debentures, or consolidated stock, or annuities of the Corporation, such or the like rights, privileges and benefits as by "The Married Women's Property Act, 1870," are given to married women with respect to their separate property invested in fully paid-up shares or stock of any incorporated or joint-stock company.

6. To empower any person holding any stock, annuity, or security of the Corporation, and being a person enabled by "The Lands Clauses Consolidation Act, 1845," (Section 7), to sell land, to consent to the conversion of such stock, annuity, or security, into the consolidated stock of the Corporation.

7. To declare any perpetual annuities or other securities, granted or to be granted by the Corporation under any statutory powers, to be personal estate.

8. To make provision with reference to the exemption from stamp duty of transfers of such consolidated or other stock on such terms and subject to such other payments by way of composition for stamp duty, as may be prescribed or authorised by the intended Act.

9. To vary or extinguish all existing rights or privileges, which would in any manner interfere with or prevent the carrying into effect of any of the objects of the intended Act, and to confer other rights and privileges.

10. To alter, amend, extend, enlarge or repeal the powers and provisions, or some of them, of the local Acts following, or some of them, that is to say:—

"The Act (6 and 7 Vic., c. 73) for better supplying with Water the borough of Kingston-upon-Hull (1843)."

"The Act (35 and 36 Vic., c. 200) for making further provision respecting the supply of Water to the borough of Kingston-upon-Hull, and for other purposes."

"The Local Government Board's Provisional Orders Confirmation (Aspull, &c.) Act, 1879, so far as the same relates to the borough of Kingston-upon-Hull."

"The Kingston-upon-Hull Improvement Act, 1854."

"The Local Government Supplemental Act, 1863, so far as the same relates to the borough of Kingston-upon-Hull."

"The Local Government Supplemental Act, 1865 (No. 5), so far as the same relates to the borough of Kingston-upon-Hull."

"The Local Government Supplemental Act, 1871 (No. 2), so far as the same relates to the borough of Kingston-upon-Hull."

"The Local Government Supplemental Act, 1871 (No. 4), so far as the same relates to the borough of Kingston-upon-Hull."

"The Local Government Supplemental Act, 1872, so far as the same relates to the borough of Kingston-upon-Hull."

"The Local Government Board's Provisional Orders Confirmation (Belper Union, &c.) Act, 1877, so far as the same relates to the borough of Kingston-upon-Hull."

"The Local Government Board's Provisional Orders Confirmation (Kingston-upon-Hull, &c.) Act, 1880, so far as the same relates to the borough of Kingston-upon-Hull."

"The Hull (Corporation) Electric Lighting Act, 1880."

And any other Local Acts which it may be necessary to alter or repeal for any of the purposes of the intended Act.

11. And notice is hereby further given, that before the twenty-first day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 19th day of November, 1880.

C. S. Todd, Town Clerk, Hull.

Sherwood and Co., 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1881.

Thanet Gas.

(Definition and Extension of Limits of Supply; Provisions as to Supply of Gas for Special Purposes, and as to Purchase, Sale, Use, and Hire of Engines, Stoves, Pipes, Apparatus, and Appliances, and of Patents and Patent Rights; Supply of Gas in Bulk, as well without as within the Existing and Extended Limits; Breaking up of Streets, Roads, &c.; Purchase of Lands by Agreement; Increase of Capital; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to repeal, alter, enlarge, or amend the powers and provisions of an Act passed in the 5th year of the reign of His Majesty King George the 4th, intituled "An Act for lighting with the gas the towns or villages of Margate, Ramsgate, and Broadstairs, and places adjacent, in the county of Kent," and in the said Bill powers will be applied for to effect or to enable the Isle of Thanet Gas Light and Coke Company (hereinafter called "the Company") to effect all or any of the following objects:—

1. To declare and define with greater precision the Company's existing limits of supply, and to extend the limits within which the Company are now authorised to supply gas, and to authorise and empower the Company to exercise within such extended limits all such powers, rights, and privileges as are necessary for and incidental to the supply of gas, and are now possessed by the Company in their present district.

2. To comprise within such extended limits the several parishes, townships, hamlets, villages, extra-parochial and other places following, that is

to say, the parish of Saint John the Baptist, the parish of Minster, the parish of Birchington, Westgate on Sea, and Acol, all in the Isle of Thanet, in the county of Kent.

3. To authorise and empower the Company within their existing and extended limits, to purchase or hire, and to use, let, and sell, gas and gas fittings, engines, stoves, pipes, and other apparatus and appliances for the warming, lighting, and ventilating of houses and buildings, the cooking of food, the supply of motive power, and all other purposes for which the consumption of gas or any product obtained in the manufacture of gas can or may be used for the supply, sale, or use of such fittings, engines, stoves, pipes, and other apparatus or appliances, and to exempt the same from distress or execution.

4. To enable the Company to sell and supply gas, and to provide or let on hire machinery, apparatus, and conveniences for experiments in connection with lighting by gas, and to empower the Company to purchase and use patent and other rights and licences for the use and enjoyment of inventions relative to the manufacture, utilisation, and distribution of gas, and of the residual products arising therefrom.

5. To levy rates, rents, and charges in respect of gas supplied by them for any of the purposes of the Bill, and in respect of the sale and hire of fittings, engines, stoves, pipes, and other apparatus or appliances, and to alter existing rates, rents, and charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges.

6. To supply gas in bulk to local authorities for lighting the public lamps, or to local authorities and Gas Companies for re-sale to consumers, in places beyond such existing and extended limits as aforesaid.

7. To open and break up the roads and footways of the several roads, streets, highways, lanes, passages, and other public places within such extended limits, and to lay down in the said roads, streets, and other public places any mains, valves, syphons, service pipes, or other works that may be necessary for such supply, and to remove, divert, or alter either temporarily or otherwise any sewers, drains, pipes, or other works that would obstruct or interfere with the same, and so far as may be necessary for the purpose of supplying gas in bulk to places beyond the said parishes (but not otherwise), to exercise all such powers, rights, and privileges in such places.

8. To authorise the Company for the general purposes of their undertaking other than the construction of gasworks or works for the manufacture or conversion of residual products, to acquire by agreement, take on lease, and hold lands, houses, and buildings, or rights or easements in, over, or through lands, houses, and buildings:

9. To raise money by the creation and issue of new shares and stock of the Company, and by borrowing on mortgage or bond or otherwise, or by any of those means, and to attach (if they think fit) to such shares or stock, or any part thereof, a preference or priority of dividend over the existing or ordinary shares of the Company, or other special privileges, to create and issue debenture stock, to alter the number and amount of the Company's existing shares, and to make provisions for the classification, division, and regulation of the Company's existing share capital.

10. To enable the Company for all or any of the objects or purposes of the Bill to enter into contracts and agreements and to apply

any moneys belonging to them or under their control.

11. To incorporate with the Bill, either wholly or in part, "The Gasworks Clauses Act, 1847," "The Gasworks Clauses Act, 1871," "The Companies Clauses Acts, 1845, 1863, and 1869," and the provisions relating to the purchase of lands by agreement, of "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and to confer upon the Company all rights, powers, and privileges usual or necessary for carrying into effect the objects of the Bill, and to vary and extinguish all existing rights and privileges as may interfere with the attainment of any of those objects.

12. To amend, alter, vary, or repeal the following local and personal Acts, viz., 5 Geo. 4, cap. 75; 40 and 41 Vic., cap. 163, and any other Act or Acts relating to the Company.

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

Dated this 10th day of November, 1880.

O. and A. Daniel, Ramsgate, Solicitors for the Bill.

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

In Parliament.—Session 1881.

Hoyle and Birkenhead Rail and Tramway Company.

(Extensions to Seacombe, and to join the Dock Railway and to Heswall. Compulsory Purchase of Lands, Tolls, Further Money Powers, Constitution of Separate Undertakings, Provisions as to Capital, &c., Change of Name of 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 objects or some of the objects hereinafter mentioned, that is to say,

1. To authorise and empower the Hoyle and Birkenhead Rail and Tramway Company (in this notice called "the Company") to make and maintain in the county of Chester, the railways hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith.

Railway No. 1. Commencing in the township of Bidston-cum-Ford, in the parish of Bidston, by a junction with the railway of the Company at a point 8 chains or thereabouts westward from the western end of the railway passenger platform at the Docks Station of the said railway, and terminating at Seacombe, in the township of Poulton-cum-Seacombe, in the parish of Wallasey, at a point $2\frac{1}{2}$ chains or thereabouts, westward from the north-west corner of the entrance building of the Seacombe and Liverpool Ferry Landing Stage, which said intended Railway No. 1 will be made or pass from, in, through, or into the following parishes, townships, and places, or some of them, viz., Bidston-cum-Ford, Bidston, Wallasey, Poulton-cum-Seacombe, Liscard, Seacombe, the chapelry of Birkenhead.

Railway No. 2. Wholly in the township of Poulton-cum-Seacombe, in the parish of Wallasey, commencing by a junction with intended Railway No. 1 in the south-eastern fence of the field numbered 225 on the

tithe commutation map of that parish, at a point about 1 chain south-westward from the north-eastern end of the said fence, and terminating by a junction with the railway or tramway, on the southern side of the Dock-road, at a point 13 chains or thereabouts, north-eastward from the northern end of the Duke-street bridge over the Great Float.

Railway No. 3. Commencing in the township of Little Meolse, otherwise Hoylake, in the parish of West Kirby, by a junction with the West Kirby Extension of the Company's railway, at or near the bridge over that extension railway, immediately to the northward of the West Kirby Station, and terminating in the township of Heswall-cum-Oldfield, in the parish of Heswall, at or near the north-eastern end of the fence separating the fields numbered respectively 140 and 151 on the tithe commutation map of that parish, which intended Railway No. 3 will be made or pass from, in, through, or into the following parishes, townships, and places; or some of them, viz., Little Meolse, Hoylake, Grange, West Kirby, Caldy, Thurstaston, Irby, Pensby, Woodchurch, Gayton, Heswall-cum-Oldfield, and Heswall.

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 in the sections hereinafter mentioned.

3. To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike and other roads, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramways within the parishes, townships, and extra-parochial and other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways and works, or any of them or of the Bill.

4. To enable the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements and hereditaments for the purposes of such 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 authorise the Company to levy tolls, rates, and duties upon or in respect of the intended railways and works, and to confer exemptions from the payment of such tolls, rates, and duties.

6. To enable the Company, for the purposes of the proposed railways and works and of the Bill, to apply their corporate funds and revenues, and to raise further money by borrowing and by the creation of new shares and stock in the Company, and if the Company think fit to attach to all or any of such new shares and stock, a preference or priority of interest or dividend, and other special privileges.

7. To constitute or provide for the constitution of the proposed railways and works, or some of them, or some part or parts thereof respectively, a separate undertaking or undertakings of the Company, with separate and distinct capitals, proprietories, and borrowing powers, and the apportionment and distribution between the several undertakings of the Company for the time being of the traffic and other receipts and income and expenses of the Company.

8. To prescribe, define, and regulate the rights and priorities *inter se* of the various classes for

the time being of the holder of shares, and stock mortgagees, and creditors of the Company.

9. To change the name of the Company.

10. To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, and to confer other rights and privileges.

11. And it is intended, so far as may be requisite or desirable, for all or any of the purposes of the Bill, to amend, enlarge, or repeal the provisions or some of them of the several local and personal Acts of Parliament following (that is to say):—35 and 36 Vict., cap. 127; and 36 and 37 Vict., cap. 239, and all other Acts relating to or affecting the Company.

12. And notice is hereby also given, that plans and sections of the proposed railways and works, showing the situation and levels thereof, with a book of reference to such plans, and 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 Chester, at his office at Chester, in the same county, and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said railways and works, or any parts of them, are, or is intended to be made, together with a copy of this notice, as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1880.

Dated this 11th day of November, 1880.

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

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

In Parliament.—Session 1881.

Islington and Holborn Tramways.

(Incorporation of Company with Power to Construct Tramways in Islington, Clerkenwell, Holborn, and St. Luke, Middlesex; Tolls in respect thereof; Agreements with Vestries and District Boards; Provisions affecting the North Metropolitan Tramways Company; and other matters.)

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 incorporate a company (hereinafter called "the Company"), and to empower them to make, form, lay down and maintain, work and use the tramways hereinafter described, with all 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 into and terminating in Clerkenwell-road, at points respectively 1 and 2 chains, or thereabouts, east of the junction of that road with Gray's-inn-road.

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 and

St. Andrew, Holborn, both in the county of Middlesex.

Tramway No. 2 and Tramway No. 2A, commencing by a junction with Tramway No. 1 at the termination thereof, and passing thence along Clerkenwell-road, across Goswell-road, and terminating in Old-street by junctions with the tramways of the North Metropolitan Tramways Company at or near the west end of that street.

Tramways No. 2 and No. 2A will pass from, through, or into, or be situate within the several parishes or places following, or some of them, namely, St. Andrew, Holborn, the liberty of Saffron-hill, Hatton-garden, Elyrents and Ely-place, St. James and St. John, Clerkenwell, Charterhouse, and St. Luke, Middlesex.

Tramway No. 3 and Tramway No. 3A, commencing respectively in High-street, Islington, by junctions with the tramways of the North Metropolitan Tramways 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. 3B and No. 3C, being junction curves each about 1 chain in length, commencing respectively in Clerkenwell-road by junctions with Tramways No. 2 and No. 2A, and terminating respectively in St. John-street by junctions with Tramways No. 3A and No. 3 respectively.

Tramways No. 3, No. 3A, No. 3B, and No. 3C, will pass from, through, or into, or be situate within the several parishes or places of St. Mary, Islington, St. James and St. John, Clerkenwell, and St. Sepulchre, all in the county of Middlesex.

It is proposed to lay the tramways in St. John-street, between Albemarle-street and a point 90 yards, or thereabouts, north of Albemarle-street, so that for a distance of 80 feet or upwards 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.

Each of the said tramways will consist of a single pair of rails on the gauge of 4 feet $8\frac{1}{2}$ inches, and it is not proposed to run on any of the said tramways carriages or trucks adapted for use upon railways.

To authorize the Company from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, passing places, sidings, junctions, turn-outs, 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 authorize 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, water pipes, gas pipes, and electric telegraph pipes and apparatus within all or any of the parishes or places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed tramways and works, or for 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 authorize and give effect to agreements between the Company and any 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 confer exemptions from the payment of tolls, rates, or charges.

To empower the Company, on the one hand, and the several vestries, district Boards of Works, and other bodies having respectively the control or management of any streets or roads along which tramways are intended to be laid, or any of them, on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of the width or levels of any such streets, 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 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, 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 of the North Metropolitan Tramways Company in the following streets, or some part or parts thereof respectively (that is to say):—High-street, Islington and Clerkenwell, Upper-street, Essex-road, and Ball's Pond-road, Liverpool-road, Holloway-road, and Seven Sisters'-road, and Old-street and Hackney-road, together with all stables, carriages, sheds, offices, warehouses, sidings, junctions, machinery, works, and conveniences of or connected with the said tramways or portions of tramways.

To empower the Company on the one hand, and the North Metropolitan Tramways Company on the other hand, from time to time to enter into and carry into effect and rescind contracts, agreements, and arrangements with respect to the construction, working, use, management, and maintenance by the North Metropolitan Tramways Company of the intended tramways and works or any part or parts thereof, and the

management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for 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 authorize the appointment of joint committees for carrying into effect every or any such agreement 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 intended Act, and to confer other rights and privileges.

The intended Act will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments as may be deemed expedient, and will enable the Company to exercise the powers granted by that Act, as well as the powers hereinbefore mentioned, and will alter and amend, so far as may be necessary, the North Metropolitan Tramways Act, 1869, and any other Acts relating to that Company.

And notice is hereby further given, that duplicate plans and sections of the proposed tramways and works, a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for Middlesex, at his office in Clerkenwell, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, extra-parochial and other places from, in, through, or into which the proposed Tramways and works will be made or pass, and also a copy of this notice as published in the London Gazette, will, on or before the 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-rents, 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 Rosoman-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; and as regards the parish of St. Mary, Islington, with the vestry clerk of that parish, at his office in Upper-street, Islington.

And notice is also given, that, on or before the 21st 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 19th day of November, 1880.

In Parliament—Session 1881.

Cadogan and Hans Place Estate (Limited).
(Construction of New Street; Amendment of Acts, &c.; and other purposes).

APPPLICATION is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following, among other purposes:—

1. To enable the Cadogan and Hans Place Estate (Limited), (herein called the Company), to make and maintain a new street, 140 feet or thereabouts in length, wholly in the parish of St. Luke, Chelsea, in the county of Middlesex,

commencing on the western side of Sloane-street, opposite the south end of Cadogan-place where it joins Sloane-street, and terminating on the east side of Pavilion-road, 40 yards or thereabouts north of the junction of Pavilion-road with Cadogan-terrace.

2. To make junctions and connections with the proposed new street, and the other streets aforesaid, and to alter the line and levels of such other streets to any extent which may be defined in the Bill.

3. To stop up, alter, and appropriate any sewers, drains, pipes, tubes, lamp-posts, telegraphic and other apparatus which may be in or on any land or buildings required for the purposes of the Bill; to deviate from the line and level of the proposed new street to any extent which may be defined by the Bill, and to construct all such sewers, drains, and works as may be necessary or incident to the proposed new street.

4. To purchase, by compulsion or agreement, all such lands, houses, and other property as may be required for the purposes of the proposed new street, and of the Bill, and as will be shown upon the said plans; and also to acquire easements in, over, or upon such lands, and to enable the Company to underpin, prop up, strengthen, or rebuild the walls of any houses adjoining those which they may acquire, instead of purchasing or making compensation for the same.

5. To sell, lease, or appropriate for building or other purposes, any land to be acquired under the powers of the Bill.

6. To provide for charging the maintenance and repair of the said new street upon the vestry of the said parish.

7. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and confer upon the Company all such rights, powers, and privileges as may be necessary for carrying into effect its objects, and it will incorporate with itself any provisions of the Lands Clauses Acts, 1845, 1860, and 1869, which may be deemed necessary; and it may amend, vary, and enlarge or repeal some of the powers and provisions of the Cadogan and Hans Place Improvements Act, 1874, and of the Memorandum and Articles of Association of the Company.

8. Duplicate plans and sections describing the line, situation, and levels of the proposed street, and the lands, houses, and other property in or through which it will be made, and which may be taken compulsorily for the purposes of the Bill, together with a book of reference to such plans, containing the names of the owners, lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, and a copy of this notice, will on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office, Sessions House, Clerkenwell-green; and on or before the same day a copy of the plan, section, and book of reference, and a copy of this notice, will be deposited with the Vestry Clerk of the parish of St. Luke, Chelsea, at the Vestry Hall, King's-road, Chelsea.

9. 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 17th day of November, 1880.

H. A. Graham, 17, Ely-place, Holborn,
Solicitor.

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

In Parliament.—Session 1881.

Tyne Improvement.

(Extension of time for completion of Works; Extension of time for repayment of the debt of the Commissioners, and of the time before which appropriations for this purpose are not required to be made; repeal of provision that Mortgages granted under the Tyne Improvement Act, 1877, shall rank after Mortgages granted under the "Tyne Improvement Act, 1872"; appropriation of money to the Dock Fund instead of the Tyne Improvement Fund; application of surplus revenue of Tyne Improvement Fund to maintenance and construction of Pier's Works; Amendment of Acts).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by the Tyne Improvement Commissioners (herein called "the Commissioners") for leave to bring in a Bill for the objects and purposes following or some of them (that is to say):—

1. To extend the time limited by the Tyne Improvement Act, 1861, the Tyne Coal Dues Act, 1872, and the Tyne Improvement Act, 1872, respectively for the completion of the Works authorised by the Tyne Improvement Act, 1852, the Tyne Improvement Act, 1861, and the Tyne Improvement Act, 1872.

2. To extend the period limited by section 20 of the Tyne Improvement Act, 1872, for the repayment of monies borrowed under that Act to a period of 61 years from the passing of the intended Bill, and to relieve the Commissioners from the obligation to make any appropriation under the said section 20, until after the expiration of 11 years from the passing of the intended Bill, and to repeal sub-section 4 of the said section 20.

3. To repeal so much of section 19 of the Tyne Improvement Act, 1877, as enacts that all mortgages granted under that Act shall rank after all mortgages granted or hereafter to be granted under the Tyne Improvement Act, 1872.

4. To provide that the sum of 200,000*l.* required by section 20 of the Tyne Improvement Act, 1877, to be appropriated to the credit of the Tyne Improvement Fund shall in lieu thereof be appropriated to the credit of the Northumberland Dock Fund, and to enable the Commissioners from time to time to apply the surplus revenue of the Tyne Improvement Fund to the purposes of the Tyne Pier Fund.

5. To make other provisions with regard to the borrowing powers of the Commissioners.

6. To alter, amend, or, if need be, repeal all or some of the provisions of the river Tyne Improvement Act, 1850; the Tyne Improvement Act, 1852; the Tyne Improvement Act, 1857; the Tyne Improvement Act, 1859; the Tyne Improvement Act, 1861; the Tyne Improvement Act, 1865; the Tyne Improvement Act, 1866; the Tyne Improvement Act, 1867; the Tyne Improvement Act, 1870; the Tyne Coal Dues Act, 1872; the Tyne Improvement Act, 1872; the Tyne Improvement Commission Act, 1875; and the Tyne Improvement Act, 1877.

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 16th day of November, 1880.

Clayton and Gibson, Newcastle-on-Tyne,
Solicitors for the Bill.

John M. Clabon, 21, Great George-street,
Westminster, Parliamentary Agent.

In Parliament.—Session 1881.

Leeds Tramways.

(Power to Work Tramways by Steam or other Mechanical Power; Power to Provide, Use, and Run Omnibuses and other Vehicles; Amendment of Acts; and other purposes).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by "The Leeds Tramways Company" (in this notice called the Company), for leave to bring in a Bill for all or some of the following purposes, that is to say:—

1. To empower the Company to work the Tramways authorised by the Leeds Tramways Order, 1871, and the Leeds Tramways Act, 1877, or either of them, or any part or parts of those tramways, for the purposes of traffic of every description, or for the purposes of such traffic as may be defined by the Bill, or prescribed by Parliament, by means of locomotive engines or carriages moved by steam, or by other mechanical or motive power, subject to such conditions and restrictions as may be provided by the Bill or prescribed by Parliament.

2. To incorporate with, and extend and apply to the Bill 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 Locomotives 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 tramway, engines, or carriages.

3. To authorise and empower the Company to build, purchase, hire, provide, work, use, and run omnibuses, coaches, hackney carriages, and other vehicles in the borough of Leeds, or within such parts of the borough as may be provided by the Bill, and generally to carry on the business of omnibus, coach, and hackney carriage proprietors; and to levy, charge, and recover tolls, rates, and charges for the use of such omnibuses, coaches, hackney carriages, and other vehicles, and to make such other provisions with respect to the matters aforesaid as the Bill will define.

4. To enable the Company to raise further money by shares and borrowing, and to apply to the purposes of the Bill any moneys now or hereafter belonging to them, and 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.

5. To amend, extend, repeal, vary, or enlarge, so far as may be necessary for the purposes of the Bill, "The Leeds Tramways Act, 1871," "The Leeds Tramways Act, 1872," and "The Leeds Tramways Act, 1877," and any other Act or Acts directly or indirectly affecting the Company.

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

Dated this 19th day of November, 1880.

Nelson, Barr, and Nelson, Solicitors, 4,
South Parade, Leeds.

In Parliament.—Session 1881.

Central Norfolk Railway.

(Amalgamation of Lynn and Fakenham and Yarmouth and North Norfolk (Light) Railways Transfer; Sale or Lease of Yarmouth and North Norfolk Railway; New Railways in Norfolk; Additional Capital; Change of Name; Running Powers; Agreements; Altering Conditions of Yarmouth and North Norfolk (Light) Railway Company's Acts as to Construction and Working of Railway; Amending Acts; Junction with Yarmouth Tramways of Great Eastern Railway Company.)

A PPLICATION will be made to Parliament in the ensuing Session thereof, for leave to bring in a Bill for all or some of the following purposes, namely:—

To provide for the amalgamation of the Lynn and Fakenham Railway Company (herein called "the Lynn Company") and of the Yarmouth and North Norfolk (Light) Railway Company (herein called "the Yarmouth Company"), or for transferring to and vesting in the Lynn Company all the undertaking, property, powers, rights, and authorities, of the Yarmouth Company (including all powers of making and maintaining their railway and works, purchasing land compulsorily and by agreement, and levying tolls, rates, and charges) upon such terms and conditions as may be agreed upon, or as may be determined by arbitration, or as may be defined by the intended Act, and under the name of the Central Norfolk Railway Company or such other name as may be defined; and to enable the amalgamated Company, in the case of an amalgamation, or the Lynn Company in the case of a transfer or sale, to exercise all the powers and authorities of the two Companies (whether with reference to the purchase of lands and houses, construction and maintenance of works, levying of tolls, rates, or duties, or otherwise, except as otherwise provided in, by, or under the powers of the said intended Act), and with or without reservation to each and any class of proprietors in the respective Companies of any exclusive rights or privileges.

To provide, upon any such amalgamation or transfer, for the dissolution of the Yarmouth Company as a separate and independent Company, and for the incorporation of the proprietors therein with the amalgamated Company or the Lynn Company and its proprietors, and for the appointment, resignation, and retirement of directors, officers, and servants, and for regulating, fixing, enlarging, and determining the capital and borrowing powers of the amalgamated Company, and the rights, privileges, priorities, and preferences of the proprietors therein, and of the different classes of such proprietors as amongst themselves, in the capital of the Company.

To provide for the lease of the undertaking of the Yarmouth Company, or of any part or parts thereof, to the Lynn Company, upon such terms and conditions, and for such term or terms as may be agreed upon, or as may be fixed by, or under the provisions of the intended Act, and for the exercise by the Lynn Company during any such lease of all the powers, rights, and privileges of the Yarmouth Company.

To authorize the construction and maintenance of the railways and works hereinafter mentioned, or part thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, all in the county of Norfolk (that is to say):

Railway (No. 1) commencing in the parish of Melton Constable with Little Burgh by a junction with Railway No. 1, authorized by "The Lynn and Fakenham Railway (Exten-

No. 24906.

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sions) Act, 1880," at or about nine miles and two furlongs from the commencement thereof along the line of the said railway as shown on the plans deposited in relation to the Bill for that Act in November, 1879, with the Clerk of the Peace for the county of Norfolk at Norwich, and mentioned in the said Act, and terminating in the parish of North Walsham by a junction with the railway authorized by "The Yarmouth and North Norfolk (Light) Railway Act, 1878," at or about six miles six furlongs and one chain from the commencement of the said railway, along the line thereof shown on the plans deposited in relation to the Bill for that Act in November, 1877, under the title of "The Great Yarmouth and Stalham Light Railway," with the said Clerk of the Peace, and mentioned in the said last-mentioned Act, which said intended railway (No. 1) will pass from, through, or into the following parishes and places, or some of them, namely:—Melton Constable with Little Burgh, Briston, Thurning (otherwise Thirning), Corpusty, Heydon (otherwise Haydon), Cawston, Oulton, Blickling, Aylsham, Baningham, Tuttington, Felmingham, and North Walsham.

A railway (No. 2) commencing in the parish of Great Witchingham, by a junction with railway No. 2, authorized by "The Lynn and Fakenham Railway (Extensions) Act, 1880," at or about ten miles six furlongs and four chains from the commencement thereof, along the line thereof as shown on the plans deposited as aforesaid, in relation to the Bill for that Act, and terminating in the parish of East Dereham on the south-east side of Theatre Street in the town of East Dereham, opposite the old Theatre, which said railway (No. 2) will pass from, through, or into the following parishes and places, or some of them, namely:—Great Witchingham, Sparham, Lyng, Elsing, Bylaugh, Swanton-Morley, North Tuddenham, Hoe, East Dereham.

A railway (No. 2A) to be situate wholly in the said parish of East Dereham, commencing by a junction with Railway No. 2 on the north-west part of the Common known as Neat Herds Moor or Common, to the southward of the public road from East Dereham to Swanton Morley, which is crossed on the level by the Great Eastern Railway, about 820 yards north of the present passenger station at East Dereham, and at a point about 200 yards, measured in an easterly direction from the said level crossing, and terminating by a junction with the Great Eastern Railway, at or near the point where the said railway crosses on the level, the public road leading from East Dereham to Neat Herds Moor; at about 320 yards to the north of the said passenger station.

A railway (No. 3) commencing in the parish of Kelling by a junction with Railway No. 4, authorized by "The Lynn and Fakenham Railway (Extensions) Act, 1880," at or about six miles six furlongs and six chains from the commencement of that railway, along the line thereof shown on the plans deposited as aforesaid in relation to the Bill for that Act, passing through or into the parish of Weybourn (or Waborne), and terminating in the parish of Sheringham, on the north-west side of the main road leading from Upper Sheringham to Lower Sheringham, at or about 370 yards from the Water Fountain at Lower Sheringham measured in

a south-westerly direction along the said road.

A railway (No. 4) commencing in the parish of Sheringham by a junction with the proposed railway (No. 3) at the point hereinbefore described as the termination thereof, passing through or into the parishes of Beeston Regis and Runton, and terminating in the parish of Cromer, at a point adjacent to the west side of the public road leading from Cromer to Cromer Hall, and 40 yards or thereabouts from the Wesleyan Chapel on the said road measured along the said road in a southerly direction.

A railway (No. 5) commencing in the parish of Drayton by a junction with railway (No. 2) authorized by "The Lynn and Fakenham Railway (Extensions) Act, 1880," at or about sixteen miles five furlongs and two chains from the commencement thereof, along the line thereof shown on the plans deposited as aforesaid in relation to the Bill for that Act, passing thence through or into the parish of Costessey, and terminating in the parish of Taverham; at or near the south-east corner of the building of the Taverham Paper Mills.

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

To authorize the purchase and taking of the following (amongst other) pieces of land, or such part or parts thereof as may be required for the intended railways and works, all or some of which pieces of land are, or are reputed to be, common or commonable land, viz. :—

Description of Common.	Parish.	Area not exceeding.
		Acres.
Briston Recreation Ground	Briston	1
Abel Heath	Aylsham	8½
Abel Heath	Blickling	3½
Neat Herds Moor, otherwise Neat Herds Common ..	East Dereham ..	10
Lyng Common	Lyng	10
Sparham Common ..	Sparham	12
Kelling Heath	Kelling	45
Back Common, forming part of Beeston Common	Beeston Regis ..	3
West Runton Common	Runton	8
East Runton Common	Runton	2
Costessey Heath	Costessey	2

To authorize the purchase of so much of any property as may be required for the purposes of the intended Act, without the liability imposed upon the promoters of the undertaking by the

92nd Section of "The Lands Clauses Consolidation Act, 1845."

To enable trustees, tenants for life, and persons having limited interests in any lands required by the Company, and any persons empowered to sell by the Lands Clauses Consolidation Acts to contribute towards the expenses of the intended railways and works, and to take and hold shares or stock in exchange for lands, and to charge their lands for that purpose.

The Bill may confer the powers aforesaid, either on the Amalgamated Company or the Lynn Company.

To authorize the Lynn Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said railways and works, and for the same purposes and the general purposes of their undertaking to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend and any other advantage which the Bill may define, or to enable the amalgamated Company to create and issue additional capital in like manner.

In the event of such amalgamation or transfer not being arranged by the Bill, to enable the Lynn Company and all companies and persons lawfully using their railways, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the Yarmouth Company's undertaking, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively, and to confer similar powers upon the Yarmouth Company with respect to the whole of the undertaking of the Lynn Company, including the intended railways and works.

To repeal Section 29 of "The Great Yarmouth and Stalham (Light) Railway Act, 1876," and Section 23 of "The Yarmouth and North Norfolk (Light) Railway Act, 1878," as to the construction and working of the railways thereby respectively authorized.

To enable the Lynn Company on the one hand, and the Yarmouth Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of their respective undertakings, including the said intended railways and works, or any part or parts thereof respectively; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, 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.

To enable the Lynn Company, and all companies and persons lawfully using their railways, to run over and use, with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration or defined by the Bill. So much of the Great Eastern Railway as will be situate between the junction of the intended Railway No. 2A therewith, and the station at East Dereham, together with the East Dereham and other stations, watering-places, booking

offices, warehouses, landing-places, sidings, works, and conveniences connected therewith.

To change the name of the Lynn Company to that of "The Central Norfolk Railway Company," or to such other name as may be prescribed by the intended Act.

To confirm or provide for the confirmation of any agreement made between the Company and the Yarmouth Company, in contemplation of or in any way relating to any of the objects of the said intended Act, and to authorize agreements between the aforesaid two Companies, and to enable the Lynn Company to use the stations, yards, workshops, and plant of the Yarmouth Company at Yarmouth, and all sidings and works connected therewith.

To enable the Yarmouth Union Railway Company, by agreement, to amalgamate with the Lynn Company, or the amalgamated Company, or the Yarmouth Company; to empower the Yarmouth Union Railway Company to connect the rails of their tramway at its authorized termination on the North Quay, at Great Yarmouth, with the tramway referred to in "The Great Eastern Railway Act, 1862," as the Yarmouth tramways of the Great Eastern Railway Company, so as to permit the passage of engines and rolling stock between the same, and to empower the Yarmouth Union Railway Company and any other company using their undertaking to run over and use the said last-mentioned tramway with engines, wagons, and carriages, upon such terms and conditions as in default of agreement may be determined by arbitration or defined in the Bill.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Acts, 1845, 1863, and 1869," "The Lands Clauses Acts, 1845, 1860, and 1869," "The Railways Clauses Acts, 1845 and 1863;" and it will, if need be, amend and enlarge the powers and provisions of the following local and personal Acts, that is to say: "The Lynn and Fakenham Railway Act, 1876," "The Lynn and Fakenham Railway (Extensions) Act, 1880," and any and every other Act relating to or affecting the Lynn Company or their undertakings; "The Great Yarmouth and Stalham (Light) Railway Act, 1876," and "The Yarmouth and North Norfolk (Light) Railway Act, 1878," and any and every other Act relating to or affecting the Yarmouth Company or their undertaking; "The Yarmouth Union Railway Act, 1880," "The Great Eastern Railway Act, 1862," and any other Act relating to the Great Eastern Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map with the lines of railway delineated thereon so as to show their general course and direction; and a copy of this notice will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Norfolk, at his office at Norwich, and with the Clerk of the Peace for the county of the city of Norwich, at his office at Norwich; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice

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

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

Dated this 18th day of November, 1880.

Ashurst, Morris, Crisp, and Co., 6, Old Jewry, E.C.;

Frank C. Mathews, 110, Cannon-street, E.C.; Solicitors for the Bill.

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

In Parliament.—Session 1881.

Caledonian Railway (Lanarkshire Lines).

Construction of Railways to Airdrie and other places in the county of Lanark; power to levy tolls, rates, and charges, and to raise additional share and loan capital; amendment of Acts.

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

To empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the railways and other works hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith respectively, that is to say:—

A railway (herein called "Railway No. 1"), commencing by a junction with the Company's Whiffat Branch, authorised by the Caledonian Railway (Rutherglen and Coatbridge Branches) Act, 1861, at a point in the parish of Old Monkland, at or near the bridge carrying the said Whiffat Branch over the public road leading from Dundyvan Road to Whiffat, and terminating at a point in the burgh of Airdrie and parish of New Monkland, at or near to the southern side of Graham Street, and about 75 yards westward from the junction of Gartlee Road with that street.

A railway (herein called "Railway No. 2"), commencing by a junction with Railway No. 1, at a point in the burgh of Airdrie and parish of New Monkland, about 125 yards northeastward from the Airdrie Academy, and terminating at a point in the parish of Bothwell, on the western side of the public road leading from Chapelhall to Holytown, about 230 yards westward from the Free Church of Chapelhall.

A railway (herein called "Railway No. 3"), commencing by a junction with Railway No. 2, at or near the point in the parish of Bothwell hereinbefore described as the point of termination of that railway, and terminating by a junction with the Company's Drumbowie Branch, authorised by the Caledonian Railway (Cleland Extension and Branches) Act, 1861, at a point in the parish of Shotts, about 240 yards southward from the bridge carrying the public road from Newhouse to Newmains over the said Drumbowie Branch.

A railway (herein called "Railway No. 4"), commencing by a junction with Railway No. 1, at a point in the parish of New Monkland, about 215 yards northeastward from the lodge at the northern end of the north avenue leading to Cairnhill House, and terminating by a junction with Railway No. 2, at a point in the parish of Old Monkland, on the eastern side of the public road leading southward from Bellsdyke to the public

road from Sikeside to the Stirling and Carlisle Turnpike-road, and about 300 yards northeastward from the junction of the said public roads.

A railway (herein called "Railway No. 5"), commencing by a junction with Railway No. 4, at a point in the parish of New Monkland, about 180 yards southwestward from the Farm Steading of Bellsdyke, and terminating at a point in the same parish, about 410 yards northwestward from the Farm Steading of Gimmerscroft, in the parish of Shotts.

A railway (herein called "Railway No. 6"), commencing by a junction with Railway No. 5, at a point in the parish of New Monkland, about 240 yards southeastward from the Farm Steading of Bellsdyke, and terminating by a junction with Railway No. 2, at a point in the parish of Old Monkland, about 175 yards northward from the point hereinbefore described as the termination of Railway No. 4.

A railway (herein called "Railway No. 7"), commencing by a junction with Railway No. 2, at a point in the parish of Old Monkland, about 270 yards northwestward from the houses called Peep O'day, and terminating at a point in the same parish, about 250 yards south eastward from those houses.

A railway (herein called "Railway No. 8"), commencing by a junction with Railway No. 2, at a point in the parish of Bothwell, about 470 yards eastward from Rockhill Inn in the village of Calderbank, and terminating at a point in the same parish, on the western side of the Stirling and Carlisle Turnpike-road, about 175 yards northwestward from the junction with that road and the public road leading therefrom to Gartness by Sauchenbog Bridge.

Which several intended railways, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Old Monkland, New Monkland, Bothwell, and Shotts, and the Parliamentary burgh of Airdrie, all in the county of Lanark.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take, and use, temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several intended railways hereinbefore described, and of the works and conveniences connected therewith.

To empower the Company to deviate, in the construction of the several railways hereinbefore described, from the lines and levels delineated on the plans and sections to be deposited as herein-after mentioned, to such an extent as will be defined on the said plans and provided by the Bill; to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert, for the purposes of the said proposed railways and other works; to extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; to vary, for the purposes of the Bill, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to alterations of roads, and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where

part only thereof is required for the purposes of the Company.

To provide that all altered or diverted portions of road, which may be constructed by the Company under the powers of the Bill, shall, as respects tolls (where tolls are exigible on the existing roads), and, in all other respects, form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to levy and recover tolls, rates, and charges for the use of the intended railways hereinbefore described, and works connected therewith, and the conveyance and accommodation of traffic thereon and thereat, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of these modes, additional money for the purposes of the several works proposed to be authorised, and the several lands proposed to be acquired, under the powers of the Bill, and also for defraying the expense of works already executed and authorised to be executed, and of lands already acquired and authorised to be acquired, by the Company, and for other purposes of the Company, so far as not provided for by means of their existing powers of raising money; as also to apply towards the purposes of the Bill any capital or funds belonging to, or authorised to be raised by, the Company, which may not be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto; and to empower the Company, and all other companies, corporations, commissioners, trustees, and persons affected by those objects, to enter into agreements with each other with reference thereto, and to confirm any such agreements that may have been entered into.

To amend, and, so far as necessary for any of the purposes aforesaid to repeal, the provisions of the following Acts, that is to say—the Caledonian Railway Act, 1845, the Acts hereinbefore specified, and the several other Acts relating to the Company, and to the undertakings belonging to, or held in lease, or worked by them; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company, or their undertaking.

Plans describing the lines and situation of the several railways proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and Sections describing the levels of the said proposed railways, together with Books of Reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers such lands, houses, and other property; and Ordnance or published maps, with the proposed

lines of railway delineated thereon, so as to show their general course and direction, and copies of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Glasgow, Hamilton, and Airdrie, respectively, of the principal Sheriff-Clerk of the County of Lanark; and copies of so much of the said Plans, Sections, and Books of Reference as relate to the respective parishes hereinbefore mentioned, with copies of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Session-Clerks of such parishes respectively, at their respective residences.

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

Dated this 18th day of November, 1880.

James Kerr, Glasgow.

Grahames, Wardlaw, and Currey, 30, Great George Street, Westminster.

In Parliament.—Session 1881.

Hexham Gas.

(Dissolution and Re-Incorporation of the Hexham Gas Light Company, Limited; Power to continue Gas Works, to supply Gas in Hexham (county of Northumberland) and adjoining places; to provide Electric Light; to raise further Capital; to levy Rates, Rents, and Charges; and other powers.)

A PPLICATION will be made to Parliament in the ensuing session for leave to bring in a Bill for the following or some of the following purposes:—

1. To dissolve the Hexham Gas Light Company, Limited (hereinafter called "The Limited Company") and to annul and cancel the deeds of partnership relating to the Limited Company of the 28th November, 1833, and the 2nd March, 1835, and also the declaration of trust relating to their property of the 23rd April, 1835, if and so far as the same are now valid, and also the memorandum and articles of association of the Limited Company, and any special resolutions passed by the said Company and under which they are now acting.

2. To reincorporate the shareholders of the Limited Company, or to incorporate the shareholders therein together with such other persons and corporations as may become shareholders in the undertaking into a new Company (hereinafter called "the Company"), and to confer upon the Company all necessary powers and authorities for the supply of gas, electricity, or other illuminating or heating agent, within the town of Hexham, and the several parishes and places hereinbefore mentioned, namely, the parishes of Hexham, Corbridge, Warden, St. John Lee, and Simonburn, all in the county of Northumberland, or any part of those places.

3. To make any provisions with respect to the capital and shares of the Limited Company, which may be necessary or expedient, and to provide for the vesting and apportionment of such shares, or of new shares or stock instead thereof, in and among the shareholders of the Company, and to enable the Company to raise further capital by shares, stock, borrowing on mortgage and debenture stock, and to attach to such shares or stock, or any part thereof, a preference or priority of dividend and other advantages.

4. To vest in the Company all lands and all gasworks, erections, buildings, rights, easements, and other property, powers and authorities now vested in or belonging to or occupied or enjoyed by the Limited Company or held in trust for

them, and all mains, pipes, retorts, plant, apparatus, stock, and effects laid down or provided by, and all other property and things of whatever nature belonging to the Limited Company, together with the benefit of all contracts and engagements entered into by or on behalf of that Company, and to empower the Company to hold such lands and other property.

5. To empower the Company to manufacture and store gas, and the several matters or things producible from the residual substances arising or resulting from the manufacture of gas, and also to produce light and heat by means of electricity or any other illuminating or heating agent, and to supply the same, and to use for supplying such light and heat their lands, works, plant, machinery, and apparatus at any time belonging to them; to sell and dispose of gas, coke, coal, tar, and other residual and manufactured products, matters, and things; also, to acquire and hold patent rights, and licenses to use and exercise patent rights, and carry on the business usually carried on by gas companies, or which is or may become incident thereto, or to that of supplying electric light or heat; to erect, provide, maintain, alter, enlarge, or discontinue gasworks, retorts, and apparatus for providing gas and electric light, and to lay down and maintain mains, pipes, and other necessary apparatus across, along, or under railways, streets, rivers, canals, bridges, and other passages and places within the limits of supply, and to break up and interfere with streets, roads, lanes, bridges, and other passages and places, and also with any sewers, drains, and pipes in, over, or under, the same.

6. To empower the Company to manufacture, purchase, or hire meters and fittings and other apparatus for supplying and measuring gas, electricity, or other illuminating or heating agent, and also engines, stoves, pipes, and other apparatus for warming, lighting, cooking, for motive power and other purposes, and to sell or let the same, and to levy and collect rates, rents, and charges for the sale and supply of gas and electric light or heat, and also of gas meters and fittings and other gas and electrical apparatus, and to collect any rents or sums of money which at the date of the passing of the intended Act may be due to the Limited Company, and if need be to alter existing rates, rents, and charges.

7. To authorise the Company to purchase and hold lands, and to sell and dispose of lands.

8. The lands to be held and used for the manufacture and storage of gas, and the manufacture and sale of residual products are the lands now belonging to the Limited Company, in the parish of Hexham, in the county of Northumberland, which are bounded as follows:—On or towards the north by a tan yard, warehouses, and premises belonging to and in the occupation of William Ridley and Ralph Henry Robb, on or towards the east by Burn-lane, on or towards the south by messuages, lands, and premises belonging to the devisees of James Burn, deceased, and on or towards the west by a stream or burn between the said lands of the said Company and Gilesgate, Hexham, aforesaid.

9. The Bill will or may incorporate with itself and apply to the Company with or without modification the provisions or some of the provisions of The Companies Clauses Consolidation Acts, 1845, 1863, and 1869, The Gasworks Clauses Act, 1847, and the Gasworks Clauses Act, 1871, and it will confer upon the Company all other rights and privileges necessary for carrying into effect the objects of the Bill; and it will vary and extinguish all such existing rights and privileges

as may interfere with the attainment of any of the objects aforesaid.

10. 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 9th day of November, 1880.

Isaac Baty, Hexham, Solicitor.

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

In Parliament Session, 1881.

Birkenhead Corporation.

(Gas and Water.)

(Construction of new Waterworks and Gasworks; Removal and Re-erection of Slaughter Houses; Extension of Limits; Acquisition of Land; Provisions as to Electric Lighting &c.; Opening Streets; Bye-laws; Notices; Charges; Amendment of Acts;

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the Mayor, Aldermen, and Burgesses of the Borough of Birkenhead (hereinafter called "the Corporation") to make and maintain, with all proper wells, tunnels, drifts, adits, pipes, embankments, roads, reservoirs, basins, engines, pumps, and other works connected therewith respectively, all or some of the following waterworks, that is to say:—

1. A shaft or well (to be sunk to an uncertain depth) and pumping station, in the township of Upton, in the parish of Overchurch, or in the township of Bidston-cum-Ford, in the parish of Bidston, in the county of Chester, near the bridge carrying the road leading from Birkenhead to Upton over the stream known as the Fender, which stream in this part of its course forms the boundary between the said townships and parishes.
2. An aqueduct or line of pipes, commencing at the said intended pumping station, and terminating at or in the existing reservoir of the Corporation on Flaybrick Hill.
3. A reservoir in the said township of Bidston, on Bidston Hill, near to and to the south of the windmill on the said hill, which reservoir will be in the form of a parallelogram, about 200 yards in length and 70 yards in width.
4. An aqueduct or line of pipes, commencing by a junction with the intended line of pipes hereinbefore described near the Bidston toll-bar, and terminating in the said intended reservoir on Bidston Hill.

All which intended works will pass from, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Upton, Overchurch, Bidston, Bidston-cum-Ford, and Claughton-cum-Grange, in the county of Chester.

2. Also to extend the limits of the Corporation for supplying water to all places within the borough and (by agreement) to the township of Bidston without the borough, or to certain parts thereof respectively.

3. Also to provide for the transfer to, and vesting in the Corporation of the undertaking of the Wirral Waterworks Company, for such price or consideration as may be agreed upon or settled by arbitration, and to authorise and give effect to agreements between the Corporation and the said Company with respect to such transfer and vesting, and to provide for the dissolution of the Wirral Waterworks Company

and the winding up of their affairs, and to provide for the transfer to and vesting in the Corporation of any other waterworks for supplying or by means of which any part of the borough is, or may be, supplied with water, and to empower the Corporation and any Company or persons to whom any such other waterworks may belong, to enter into and carry into effect agreements with respect to the sale and transfer thereof, or of any parts or part thereof to the Corporation, and to empower the Corporation to supply or to contract with the above-mentioned or any Company or other body or person for supplying houses, buildings, public roads, streets, drains, and passages within the borough and by agreement with places outside the borough, with water for domestic and other purposes.

4. Also to authorise the Corporation to purchase by compulsion or agreement all lands and buildings, and estates and interests in lands and buildings, not already vested in the Corporation, within the following boundaries, that is to say:—

1. In the township or extra-parochial place or chapelry of Birkenhead, all lands and buildings bounded on the south by the existing gasworks of the Corporation, on the east by the Birkenhead Joint Railway, on the north by Wrexham-street, in part on the west by an imaginary line in the centre of Cymry-street, in part on the north by an imaginary line in the centre of part of Denbigh-street, and a line drawn from the centre of Denbigh-street to the south-east corner of Elizabeth-place, thence along the southern side of Elizabeth-place to the west corner of Thomas-street, and on the west by the existing gas premises of the Corporation. Also a piece of land at the west end of Blackpool-street, bounded on the north by lands belonging to the Corporation, and on the south by the township boundary between Tranmere and Birkenhead.
2. In the township of Tranmere, in the parish of Bebington, all lands and buildings bounded on the west by an imaginary line parallel to and distant 200 feet or thereabouts from the east side of Argyle-street south, on the north by lands belonging to the Corporation, and the said township boundary, on the east by the said boundary, and in part by lands and premises belonging to the Trustees of the late Sir William Jackson, baronet, and others, and in part by the western end of Blackpool-street and Elizabeth-place, and by the gasworks of the Corporation, and the lands and premises of the Birkenhead Joint Railway Companies, and on the south by land belonging to and in the occupation of Mr. Joseph Davies.

And to stop up, discontinue, and extinguish all streets, roads, rights of way, and other rights within the areas so bounded respectively, and upon or within all or any parts of such respective areas to construct gasworks, and works, machinery and apparatus for producing and supplying the electric or artificial light and to manufacture and store gas and residual products.

5. Also to authorise the Corporation to appropriate any lands or buildings within the said respective areas belonging to them, whether for slaughter-houses or other purposes, to the purposes of the intended Act, with respect to gas, electric or other artificial lighting, and to supply within their gas limits or any parts thereof, such electric or other artificial light for public, do-

mestic, or other lighting or purposes, and to remove the present slaughter-houses or build and establish slaughter-houses elsewhere within the borough, and to purchase by compulsion or agreement, lands and buildings, rights and easements, for the purposes of the intended waterworks.

6. Also to authorise the Corporation from time to time to alter the charges which the Corporation are authorised to make for the supply of water or gas, and to make such charges as they think proper or as may be prescribed or limited by Parliament for the electric or other artificial light to be supplied by them, and to make all or any such charges of uniform rateable amount throughout the whole borough or certain parts thereof, and to authorise differential charges with respect to the supply of water or gas or electric or other artificial light to premises beyond the borough from the charges with respect to a similar supply within the borough, and to authorise the Corporation to appropriate the profits derived from their gas and water undertakings respectively, or from one of them, or portions of such profits in reduction of the rates or some of them leviable within the borough, and to confer, vary, and extinguish exemptions from the payment of any existing or future charges for the purposes aforesaid, or any of them.

7. Also to authorise the Corporation to raise money for the purposes of the intended Act by mortgage, debenture, Stock annuities, or any other of the ways or means by which the Corporation may by any Act to be passed in the present Session, be authorised to raise money and to charge the same upon the gas and water undertakings, and the profits and revenues thereof, and any other of the undertakings, properties, funds, rates, profits, or revenues of the Corporation, and to apply to the purposes of the intended Act or any of them, any funds or money now at their disposal, or which they have power to raise by mortgage or otherwise.

8. Also to enable the Corporation from time to time to make, alter, or rescind bye-laws, rules and regulations with respect to their gas or waterworks, and the supply of water or gas, or the electric or other artificial light, and otherwise in relation to their gas and water undertakings, and their servants and others employed in or about the same, and to make provision as to the signing, authentication, or proof of any such bye-laws, and of summonses, notices, orders, and other instrument, and as to the service, publication, notice, or delivery thereof, and as to appeals against the same, and to authorise the giving (in lieu of of personal notice), of a general notice by advertisement in a local newspaper or otherwise.

9. Also to take powers to open, stop up, alter, or divert temporarily or permanently all turnpike and other roads and highways, footpaths, railways, tramways, pipes, sewers, electric telegraph and other wires and apparatus, and other works of every description, rivers, streams, waters, and watercourses which it may be necessary or convenient to open, stop up, alter or divert for any of the purposes of the Corporation in relation to their existing or intended works, and to vary and extinguish all existing rights and privileges connected with any property, lands, franchises, or hereditaments of the Corporation, or which may be acquired by them under the provisions of the intended Act, and to free the same from all covenants, restrictions, obligations, and conditions to which they are now subject, and all

other rights and privileges of any kind or description which would in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

10. Also to repeal or amend, so far as may be necessary for any of the purposes of the intended Act, all or some of the provisions of the Local and Personal Acts 3rd Wm. 4, cap. 68, 1 Vic. cap. 33, 4 and 5 Vic. cap. 62, 5 Vic. sess. 2, cap. 5, 5 and 6 Vic. caps. 13 and 24, 7 Vic. cap. 32, 9 Vic. cap. 28, 13 Vic. cap. 3, 21 and 22 Vic. caps. 85 and 121, 25 Vic. cap. 26, 26 and 27 Vic. cap. 106, 30 Vic. cap. 92, the Wirrall Waterworks Act, 1859, and all other Acts relating to the Corporation, or any Local Board whose district is wholly or partly comprised within the Borough of Birkenhead and the Wirrall Waterworks Company or any of them, or to any dock, railway, tramway or other work of any description situate wholly or partly within the borough.

11. Also to incorporate, with alterations and amendments, all or some only of the provisions of the several Acts of Parliament following, or some of them (that is to say):—the Act known as the Municipal Corporations Act, 5 and 6 William 4, cap. 76. The Railways Clauses Consolidation Act, 1845, with respect to the temporary occupation of lands. The Lands Clauses Consolidation Acts, 1845, 1860, and 1869. The Gasworks Clauses Acts, 1847 and 1871, and the Waterworks Clauses Acts, 1847 and 1863, and all Acts amending the same respectively, or any of them.

12. A plan and section in duplicate of the intended new waterworks, and the lands subject to the compulsory powers of purchase to be applied for by the intended Act, a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office in Chester, and a copy of so much of the said plan, section, and book of reference, as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the parish clerk of such parish, at his residence, and in the case of an extra parochial place with the parish clerk of a parish adjoining thereto, at his residence. Each such deposit will be made on or before the 30th day of November, 1880, and will be accompanied by a copy of this notice.

13. Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1880.

Dated the 13th of November, 1880.

Alfred Gill, Town Clerk, Birkenhead,
Solicitor for the Bill.

Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

Strensall Common.

(For ascertaining the Common and other Rights on Strensall Common, and the value thereof, and providing for the Purchase thereof by the War Secretary, and the use of the Common for Military purposes, varying and extinguishing Rights, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to make provision for ascertaining the rights of the Common and other

rights in or over Strensall Common, in the parish of Strensall, in the North Riding of the county of York, and for ascertaining and fixing the value of such rights, and to provide for the purchase of all or any of such rights by the Secretary of State for the War Department, upon trust for Her Majesty and for the use of the said Common by any of Her Majesty's Forces, or other persons acting under the authority of the said Secretary of State. For the purposes aforesaid, it is proposed to confer powers upon the Enclosure Commissioners for England and Wales enabling them, amongst other things, to appoint Assistant Commissioners and hold meetings, and to make applicable all or certain of the provisions of the Inclosure Acts, 1845 to 1878, and to make provision for laying out, fencing and otherwise improving the said Common and for using the same for military purposes, with power to appropriate portions thereof exclusively for the public service, and to construct on such portions stores, magazines, houses and other buildings and works.

It is also proposed to make provision for varying or extinguishing all rights of way and other rights, which might interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Dated 11th November, 1880.

Augustus Keppel Stephenson, Solicitor for the Affairs of Her Majesty's Treasury.
J. Eustace Grubbe, 7, Great George-street, Westminster, Parliamentary Agent.

In Parliament.—Session 1881.

North Staffordshire Railway (Cauldon Lime Quarries).

(Cancellation of Certain Agreements as to Cauldon Quarries; Amending Act, 1 Will IV., cap. 55: Working or Lease of Quarries; Running Powers and facilities over North Staffordshire Railway.)

APPPLICATION will be made to Parliament in the ensuing Session by the Proprietors or some of the Proprietors, of the Quarries hereinafter mentioned for leave to introduce a Bill for the following, or some of the following, among other purposes:

To cancel and annul (if and so far as the same may now be valid and binding) the contract in writing between the Company of Proprietors of the navigation from the Trent to the Mersey, and Thomas Gilbert, John Gilbert, Richard Hill, George Smith, Sampson Whieldon, Henry Copestake, Robert Bill, and William Woolliscroft, being proprietors of the different quarries of limestone therein mentioned, which was confirmed by the Act 1 William IV., cap. 55, intituled "An Act to consolidate and extend the powers and provisions of the several Acts relating to the navigation from the Trent to the Mersey."

And also to cancel and annul, if and so far as the same may now be valid and binding, a certain indenture made the 1st day of July, 1841, between the said Company of Proprietors of the first part and the Right Honourable John, Earl of Shrewsbury and Waterford; Thomas Gilbert, of Cotton Hall, in the county of Stafford, Esquire; Thomas Hart, of Uttoxeter, in the county of Stafford, Esquire; Jane Wilmot, of Derby, in the county of Derby, widow; George Woolliscroft, of Cauldon, in the county of Stafford, yeoman; and John Bill, of Farley, in the county of Stafford, Esquire, of the other part.

The said agreements relate to the working of certain quarries of limestone in the parishes of Cauldon, otherwise Cauldon, and Alveton, otherwise Alton, in the county of Stafford, at a place called Cauldon Low, and to the getting, delivery, and carriage of such limestone.

To repeal or alter Sections 81, 82, and 83 of the said Act (1 William IV. cap. 55), or some part thereof, relating to the said limestone quarries, and to relieve the said proprietors, their successors, heirs, or assigns, from any liabilities under the said agreements or the said Act, and to extinguish any rights which may be now vested in the North Staffordshire Railway Company under the said agreements or either of them; and any other rights, powers, or privileges of that Company in any way relating thereto.

To vary and extinguish all other rights and privileges which would interfere with the objects of the intended Act.

To provide (if thought expedient) for the working of the said quarries by the present proprietors thereof, or some or one of them, and to enable the said proprietors to grant leases thereof, or to enter into and to carry into effect agreements with respect thereto, and to run over and use with engines and waggons, clerks, officers, and servants, any rails lawfully laid down by the North Staffordshire Railway Company or their predecessors at or near the said quarries, and also the railway of that Company between the said quarries, on the one hand, and Froghall goods station on the other hand, together with all stations, sidings, watering places, works, and conveniences connected therewith, and to confer, vary, or extinguish other rights and privileges.

To require the North Staffordshire Railway Company to receive, book through, forward, accommodate, and deliver on and from their undertaking and railways, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the said quarries, and to provide engines, waggons, sidings, and other conveniences, and perform other services in connection therewith, upon such terms and conditions as may be agreed upon or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the North Staffordshire Railway Company may receive and make upon their undertaking, and for services thereon, and to confer exemptions from such tolls and charges.

The Bill may vary or alter as far as may be necessary for the purposes aforesaid; the said Act 1 Will. IV., cap. 55; and also the 9 and 10 Vic., caps. 84, 85, and 86; 10 and 11 Vic., cap. 108; 11, and 12 Vic., caps. 66 and 83; 13 and 14 Vic., cap. 55; 17 and 18 Vic., cap. 194; 22 and 23 Vic., cap. 126; 23 Vic., cap. 42; 26 and 27 Vic., cap. 158; 27 and 28 Vic., caps. 118, 232, 308, and 309; 28 and 29 Vic., cap. 239; 30 and 31 Vic., cap. 142; 34 and 35 Vic., cap. 38; 42 and 43 Vic., cap. 205; 43 and 44 Vic., cap. 191; and all other Acts relating to the North Staffordshire Railway Company.

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

Dated this 18th day of November, 1880.

Blagg, Son, and Masefield, Cheadle,
Solicitors for the Bill.

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

In Parliament.—Session 1881.

Cheltenham Corporation Water.

(Extension of Time for compulsory Purchase of Lands and for Construction of the Works authorised by "The Cheltenham Corporation Water Act, 1878;" Extension of Limits of Supply; Levying of Rates; Breaking up Streets; Alteration and Extension of Borrowing Powers and of Powers as to application of Borrowed Money; New Powers as to Investment of Moneys, and other Money Powers; Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Mayor, Aldermen, and Burgesses of the borough of Cheltenham, in the county of Gloucester (hereinafter called "the Corporation"), for an Act for all or some of the following objects and purposes (that is to say):

1. To extend the time limited by "The Cheltenham Corporation Water Act, 1878" (hereinafter referred to as "the Act of 1878") for the compulsory purchase of lands and for the completion of the works by that Act authorised.

2. To extend the limits within which the Corporation are authorised to supply water, so as to include therein and enable the Corporation to supply water for all purposes to and within the parishes, townships, and places following or some of them, or some part or parts thereof respectively, that is to say: Ashchurch, Walton Cardiff, Tredington, Stoke Orchard, Deerhurst, Deerhurst Walton, Hardwick, Elmstone Hardwick, Uckington, Boddington, Staverton, Evington, The Leigh, Norton, Down Hatherley, Badgeworth, Shurdington, and Up Hatherley, all in the county of Gloucester.

3. To provide that within such extended limits as aforesaid the word "occupiers" in section 35 of "The Waterworks Clauses Act, 1847," shall mean occupiers for a term of not less than seven years, and to provide that within such extended limits as aforesaid the said section 35 shall be read and have effect as if the words "five successive years" had been inserted therein instead of the words "three successive years."

4. To authorise the Corporation to demand, take, and levy rates, rents, and charges for and in respect of the supply of water, and to enable the Corporation to have and exercise within such extended limits of supply all or some of the powers and authorities conferred upon them in reference to or in connection with breaking up streets, supply of water, or otherwise, by the Act of 1878, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges respectively.

5. To alter and extend the powers of the Corporation under the Act of 1878 with respect to the borrowing of money, and with respect to the application by them of borrowed money, and to authorise the Corporation to borrow further moneys and to apply the same, and also any moneys which under the Act of 1878 they are now authorised to borrow, to the general purposes of their water undertaking.

6. To make provision for the investment of moneys by the Corporation in their own securities, or in the securities of any other Local Authority, and otherwise to alter, amend, enlarge, and extend the powers and provisions of the Act of 1878 with respect to the repayment of moneys, the period within which such repayment is to be made, the granting and redemption of annuities, the creation of sinking funds, and the investment of moneys.

7. The Bill will, so far as may be necessary or expedient, alter, amend, repeal, vary, or enlarge all or some of the provisions of the following

Acts of Parliament, that is to say:—"The Waterworks Clauses Acts, 1847 and 1863;" 38 and 39 Vic. cap. 83; 41 Vic. cap. 18; 5 Geo. IV, cap. 132; 2 Vic. cap. 25; 10 Vic. cap. 8; 21 Vic. cap. 4; 28 and 29 Vic. cap. 165; and 41 and 42 Vic. cap. 203; and any other Act or Acts which it may be deemed necessary to repeal, vary, or alter for carrying into execution the objects and purposes of the Bill, and to make other provisions in lieu thereof.

8. To repeal, extinguish, vary or modify all existing powers, rights, privileges and exemptions which would or could in any manner impede or interfere with the carrying into effect of any of the objects and purposes of the Bill, or the execution of any of the powers thereof, and to confer, vary, or extinguish other powers, rights, privileges and exemptions.

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

Dated this 15th day of November, 1880.

E. T. Brydges, Town Clerk, Cheltenham, Solicitor for the Bill.

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

Board of Trade.—Session 1881.

Rusholme Local Board Tramways.

(Power to the Local Board of Health for the District of Rusholme to construct additional Tramways within such District.)

NOTICE is hereby given that the Local Board of Health for the district of Rusholme, in the parish of Manchester, in the county of Lancaster (hereinafter called the "Local Board") intend to apply to the Board of Trade for a Provisional Order for the following object—that is to say:—To authorise the Local Board to construct, make, form, lay down, and maintain, with all proper rails, plates, sleepers, works, and conveniences connected therewith, the Tramway hereinafter described, within their district (that is to say):—

A tramway in the Manchester and Wilmslow-road in the townships of Rusholme and Withington, commencing at a point opposite the northerly side of Dickenson-road, where such last-mentioned road joins the said Manchester and Wilmslow-road at a junction with an existing tramway terminating there of the Local Board, and which intended tramway will terminate at the southerly boundary in Withington of the district of the Local Board, at a point opposite the southerly corner of Brook-road, where such last-mentioned road joins the said Manchester and Wilmslow-road. The centre line of the intended tramway will at its commencement be laid on the westerly side of the road at a distance of four feet from an imaginary line drawn along the centre of the road, and there continue for a length of five furlongs and 136 yards, and will thence continue for a distance of 104 yards at a less distance than nine feet six inches from the outside of the foot-path to the nearest rail of the intended tramway, and will thence continue to its termination at a distance of four feet from the imaginary line drawn along the centre of the road. The length of the tramway will be one mile and sixty yards.

The said intended tramway and works will be made in the several townships of Rusholme and Withington, in the parish of Manchester, in the county of Lancaster, and the said tramway will consist of a single pair of rails of the gauge of 4 feet 8½ inches.

It is intended to apply that the said Provisional Order shall incorporate with itself the whole or some of the provisions of the "Tram-

ways Act, 1870," with such alterations and amendments thereof as may be deemed expedient, and enable the Local Board to exercise the powers granted by that Act to parties who are therein called the "promoters," and also contain the powers hereinafter mentioned (that is to say):—

Power to make junctions or connections of the proposed tramway with the existing tramways in the said Manchester and Wilmslow-road, terminating at a point opposite the said northerly side of Dickenson-road.

Power to make from time to time such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this advertisement, as may be necessary or convenient to the efficient working of the proposed tramway.

Power whenever 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 in any adjacent street, road, or thoroughfare in any parish, township, or place within the district of the Local Board, 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.

Power to levy tolls and charges for the use of the said tramway, such tolls and charges being levied either upon the carriages using the tramway or in respect of passengers, or other traffic conveyed thereon.

Power to grant a lease or leases of the said tramway, or any parts thereof, and to grant licences to use the same.

Power to employ for the purpose of the Provisional Order the general district rates of the Local Board, and to borrow money for such purposes upon the security of the said rates, and any other funds or property of the Local Board, and of the rates, rents, and charges now leviable and receivable by them, or to be authorised by the Provisional Order, and that the Provisional Order shall vary or extinguish all rights and privileges inconsistent with or which would or might in any way impede or interfere with its objects, and confer other rights and privileges.

And notice is hereby given that a copy of this advertisement, and proper plans and sections of the said proposed tramway and works, prepared according to the regulations made by the Board of Trade in that behalf, will be deposited on or before the 30th day of November, 1880, for public inspection, with the Clerk of the Peace for the county of Lancaster, at his office at Preston; with the parish clerk of the parish of Manchester, at his office at the parish or Collegiate Church in Manchester; at the office of the Clerk of the Parliaments, House of Lords; at the Private Bill Office of the House of Commons; at the offices of the Local Board, in Dickenson-road, Rusholme; at the office of the Board of Trade; and at the offices of Messrs. John Hall and Son, Solicitors, 23, Fountain-street, Manchester.

A memorial, signed by the promoters, addressed to the Board of Trade, and praying for a Provisional Order, a printed draft of the Provisional Order, as proposed by the promoters, and an estimate of the expense of the proposed works, signed by the person or persons making the same, will be deposited at the office of the Board of Trade, on or before the 23rd day of December next; and a sufficient number of printed copies thereof respectively will also be deposited on or before that day at the before-

mentioned offices of the Local Board, or at the said offices of Messrs. John Hall and Son, such copies to be furnished at the two last-mentioned places to all persons applying for them at the price of not more than one shilling each.

When the Provisional Order shall be settled and made, the promoters will deposit printed copies thereof for inspection at the said office of the Clerk of the Peace. They will also deposit a sufficient number of such printed copies at the said offices of the said Messrs. John Hall and Son, and of the Local Board, such copies to be there furnished to all persons applying for them, at the price of not more than one shilling each. They will also publish the Provisional Order as an advertisement in the Manchester City News newspaper.

All persons desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting this intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 15th day of January, 1881, and copies of their objections must at the same time be sent to the Local Board, or to me on their behalf.

Dated this 19th day of November, 1880.

Chas. Jno. Hall, 23, Fountain-street, Manchester, Law Clerk to the Local Board.

In Parliament—Session 1881.

Saint John's Hospital, Bedford.

(Separation of Rectory of Saint John the Baptist from Hospital; Vesting of Advowson; Contribution by Hospital to Income of Rector; Formation of Recreation Ground on Land of Hospital; Powers to Corporation of Bedford to maintain Recreation Ground and to Borrow Money; Provisions for Payment of Expenses of Act in whole or in part by the Corporation; Confirmation of Scheme 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 all or some of the objects and purposes following, that is to say:—

1. To separate or to provide for the separation hereafter of the Rectory of the parish of Saint John the Baptist in the town of Bedford, in the county of Bedford, from the Hospital of St. John the Baptist in the same town (hereinafter called the Hospital).
2. To vest the advowson of the said rectory in the Mayor, Aldermen, and Burgesses of the borough of Bedford, and to facilitate the sale thereof.
3. To provide that the funds and income of the hospital shall contribute annually towards the augmentation of the income of the rector of the said parish.
4. To confirm any scheme of the Chancery Division of the High Court of Justice, made in a suit wherein Her Majesty's Attorney-General is the informant, and the Master and Co-Brethren of the Hospital of Saint John the Baptist, in the town of Bedford, in the county of Bedford, the Rev. Henry Pearse, clerk, and the Mayor, Aldermen, and Burgesses of the borough of Bedford, are the defendants; and to provide for the formation and maintenance of a recreation ground on part of the lands of the hospital, for the use of the inhabitants of Bedford, and to place the same recreation ground under the management of the Mayor, Aldermen, and Burgesses of the borough of Bedford (hereinafter called the Corporation); and to enlarge and vary the objects

of the foundation in other respects; and generally to carry into effect the provisions of such scheme or any Decree or Order of the said Court made in the said suit.

5. To provide for the payment, by the Corporation, in whole or in part, of the costs, charges, and expenses incidental to the preparing for applying and obtaining of the intended Act.
6. To authorise the Corporation for all or any of the purposes of the intended Act, to raise moneys by borrowing on the security of the borough fund, or funds or general district rates, and to confer upon the Corporation all requisite powers for carrying the objects and purposes of the Act into execution.
7. To empower the High Court of Justice, or the Charity Commissioners for England and Wales, at any time after the passing of the Bill into law, to make Orders varying the said scheme.

And notice is hereby further given, that the Bill will vary or extinguish all existing powers, rights, privileges, franchises, immunities, and exemptions which would in any manner interfere with the objects of the Bill, or the purposes of the said Scheme, and will confer all powers, rights, privileges, franchises, immunities, and exemptions which may be necessary or expedient for carrying the said objects or purposes into effect.

Dated this 10th day of November, 1880.

John M. Clabon, 21, Great George-street,
Westminster, Solicitor for Her Majesty's
Attorney-General in the said suit.

In Parliament.—Session 1881.

Madras Irrigation and Canal Company.

(Sale and Transfer of the whole or any part of the Undertakings of the Company to the Secretary of State for India in Council, or to Her Majesty's Government; Confirmation of Agreements; Application of Moneys; Winding-Up of Company; Repeal or Amendment of Acts; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the Session of 1881 for leave to introduce a Bill and to pass an Act for the following amongst other purposes, viz.:—

To enable the Madras Irrigation and Canal Company (hereinafter called "the Company") to sell, transfer, and convey the whole or any part of their undertaking or undertakings to the Right Honourable the Secretary of State for India in Council (hereinafter called "the Secretary of State"), or to some Department of Her Majesty's Government to be named in the Bill, and to enable the Secretary of State or Department of Her Majesty's Government to purchase and take a transfer of the whole or any part of the undertaking or undertakings of the Company.

To enable the Secretary of State and the Company to enter into all necessary contracts and agreements, and to confirm any deeds, contracts, and agreements already or to be hereafter entered into between them with reference to the objects and purposes of the said Bill.

To provide for the payment over to the parties entitled thereto of any moneys to be received from the Secretary of State or from Her Majesty's Government under the provisions of the intended Act, or of any existing Act, or under any contract or agreement; and to enable the Company and directors, or other officers, to give and obtain proper discharges for moneys received and paid under the intended Act.

To provide for the payment of all mortgage

and other debts, liabilities, and claims of the Company, and for the compensation of officers and Others displaced under the provisions of the said Act, and for the distribution of the assets of the Company, and the winding-up of its affairs.

So far as may be necessary for the objects and purposes of the said Bill, it is intended to repeal, alter, or amend the whole or any part of the Acts following, namely, "The Madras Irrigation and Canal Act, 1858;" "The Madras Irrigation and Canal (Accounts) Act, 1863;" "The Madras Irrigation and Canal Act, 1866;" "The Madras Irrigation and Canal Act, 1872;" and any other Act or Acts relating to the Madras Irrigation and Canal Company, and to repeal or alter all other Acts, charters, grants, and contracts which may interfere with the objects and purposes of the said Bill, and to alter, and if need be to annul, all existing rights, interests, and privileges of any member of the Company, or of their officers and servants.

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

Dated this 18th day of November, 1880.

Ashurst, Morris, Crisp, and Co., 6, Old
Jewry, London, Solicitors for the Bill.
Wyatt, Hoskins, and Hooker, 28, Parliam-
ent-Street, Westminster, Parliamen-
tary Agents.

Board of Trade.—Session 1881.

Ilford Gas.

(Application to the Board of Trade under "The Gas and Waterworks Facilities Act, 1870," for power to raise Additional Capital; and for other purposes.)

NOTICE is hereby given that an application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Ilford Gas Light and Coke Company (hereinafter called "the Company"), for a Provisional Order under "The Gas and Waterworks Facilities Act, 1870," to authorise the 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, 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, and re-enact all or any of the provisions of "The Ilford Gas Order, 1873," and to incorporate in such Order all or some of the provisions of the Companies' Clauses Consolidation Acts, 1845, 1863, and 1869.

On or before the 30th 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 county of Essex, at his office at Chelmsford in the said county, and at the office of the Board of Trade, Whitehall, London.

On or before the 23rd day of December afore-said, printed copies of the draft Provisional Order will be deposited at the office of the Board of Trade, and copies of such draft Order when deposited and of the Provisional Order when made, can be obtained at the office of Mr. Edward Walmisley, 25, Abingdon-street, Westminster, on payment of 1s. for each copy.

Any 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, at the office aforesaid, on or before the 15th day of January next ensuing, and copies of such objections must at the same time be also sent to the promoters or to the Parliamentary Agent, acting on their behalf, as undermentioned, and in forwarding to the Board of Trade any such representation or objection, the objectors or their agents must state that a copy of the same has been forwarded to the promoters or their agents.

Dated this 20th day of November, 1880.

Edward Walmsley, 25, Abingdon-street,
Westminster, S.W., Parliamentary
Agent.

In Parliament.—Session 1881.

Lancashire County Justices (Salford Hundred).
(Alteration or Amendment of Section 22 of the
Lancashire County Justices Act, 1880.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to alter and amend Section 22 of "The Lancashire County Justices Act, 1880," and to provide that the expenses of carrying out Part II. (Courts for General or Quarter Sessions) of the said Act shall be defrayed out of a special rate to be levied upon the county, exclusive of the Hundred of Salford, and to authorize the Justices of the Peace of the County Palatine of Lancaster to levy such special rate and to apply such rate to the expenses of carrying out the said Part II. of the said Act.

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

Dated this 15th day of November, 1880.

Sherwood and Co., 7, Great George-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1881.

Royal Bank of Scotland.

Increase of Capital; Appointment of Auditors;
Enlargement and Alteration of Provisions of
Charters; Amendment of Act; and other
purposes.

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

To authorize the Royal Bank of Scotland (hereinafter called "the Bank") to increase its capital by the creation and issue from time to time of additional stock of the Bank, to be called New Stock, or by some other designation, or without any special designation, and to provide for the division of that stock in such manner as the Bank may determine, and for payment of calls and dividends thereon, and for appropriating the same specially, or otherwise dealing therewith as the Bill shall provide.

To provide for and regulate the registration and transfer or transmission of the existing and new stock of the Bank.

To provide for the appointment annually of an auditor or auditors to examine the accounts of the Bank.

To alter, amend, and enlarge the powers and provisions of the several Royal Charters granted to the Bank, viz.:—A Charter of Incorporation granted by His Majesty King George I, dated the 31st day of May, 1727; a Charter granted by His Majesty King George II, dated the 1st day of November, 1738; five Charters granted by

His Majesty King George III, dated respectively the 16th day of May, 1770, the 10th day of June, 1783, the 5th day of June, 1789, the 7th day of August, 1793, and the 31st day of January, 1804; and a Charter granted by His Majesty King George IV, dated the 30th day of December, 1829, and "The Royal Bank of Scotland Act, 1873;" to repeal any provisions or restrictions contained in the said Charters or Act, or any of them, which are or may be inconsistent with the objects of the Bill; to vary or extinguish all rights and privileges which would interfere with or prevent the execution of the said Charters or Act, or of the objects of the Bill, and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

To incorporate with and apply to the Bill the provisions, or some of the provisions, of "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Companies Clauses Act, 1869;" and "The Companies Acts, 1862 to 1880," with such exceptions and modifications as may be considered expedient.

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, 1880.

Dated this 17th day of November, 1880.

Dundas and Wilson, C.S., Edinburgh.

W. A. Loch, 3, Westminster-chambers,
Victoria-street, Westminster.

In Parliament.—Session 1881.

Lower Thames Valley Main Sewerage Board.
(Payment of Costs incurred by the Board in their
Application to Parliament for a Bill in 1879;
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, and to pass an Act to authorize the Lower Thames Valley Main Sewerage Board (herein called "the Board") to defray out of any funds in their hands or under their control, or which the Board are authorized to levy and raise, the costs, charges, and expenses of the Board of and incident to their application to Parliament in the session of 1879, for a Bill, entitled "A Bill to extend the powers of the Lower Thames Valley Main Sewerage Board," and to alter and amend, and where necessary or expedient to repeal the powers and provisions of the Acts, 40 and 41 Vic., cap. 229, 41 and 42 Vic., cap. 142, and 43 and 44 Vic., cap. 178, and any other Act or Acts relating to the said Board.

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

Dated this 18th day of November, 1880.

In Parliament.—Session 1881.

Ramsey and Somersham Junction Railway.
(Extension of Time for compulsory Purchase of
Land and completion of Railway authorised by
the Ramsey and Somersham Junction Railway
Acts, 1875 and 1878; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Ramsey and Somersham Junction Railway Company, for leave to bring in a Bill to extend the time limited by the Ramsey and Somersham Junction Railway Acts, 1875 and 1878, for the compulsory purchase of lands and completion of the railway and works thereby authorized, and so far as may be necessary to

amend or repeal the provisions, or some of them, of the said Acts.

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

Dated this 9th day of November, 1880.

Serjeant and Son, Solicitors, Ramsey, Hunts.

Manufacturers' and Mill Owners' Mutual Aid Association.

(Rivers Pollution Prevention Act, 1876.)

(Incorporation of Company or Association Powers for Purifying and Preventing Pollution of Running Waters, Conversion and Utilization of Refuse Matter, &c.; Agreement between Association and Sanitary Authorities, Owners, &c., of Mills, Manufactories, &c.; Powers to Borrow and Advance Money (as a First Charge); To acquire Patents, grant Licenses, &c.; also to raise Money, hold Lands, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to provide means for giving practical effect to the measures adopted by Parliament for preventing the pollution of rivers and streams of running water by any noxious matters, and for cleansing and utilising the same, and with that view to incorporate a Company or Association (hereinafter referred to as "the Company"), and to confer upon the Company ample powers for purifying, separating and cleansing polluted waters, and for preventing by mechanical, chemical or other appliances, the pollution thereof by sewage, drainage or refuse materials, whether from towns, villages or detached houses, or from mills, manufactories and works, or by other causes or means of pollution of any description, and for the utilization or conversion into articles of commercial value or use, all or any products resulting, evolved or procured in or by means of any of their operations, and for the sale or other disposition and conversion thereof, or of the said articles, or any of them into profit. Also to empower the Company and any Sanitary or other Local Authority, or Company, or any owners, lessees or occupiers of lands, mills, manufactories or works of any description, whether in their own right or as trustees, or having the whole or only limited or partial interests in their lands, mills, manufactories or works, to enter into agreements for the interception, diversion, reception, conversion or disposal of any sewage, drainage or other substance or things causing pollution, and for cleansing or purifying any waters polluted thereby, and for adopting any such means as the case may require for preventing as far as practicable any such pollution, and for the utilization of such waste matters and division of the profits resulting therefrom.

Also to empower any persons being trustees or having any limited or partial interests in any lands, mills, manufactories or works, and any Sanitary or other Local Authorities or Company to borrow money from the Company for any of the purposes aforesaid, and to charge the same with interest for limited periods upon their lands, mills, manufactories or works, in priority to all or any other charges or incumbrances, or upon any rates, revenues or property of any such Sanitary or other Local Authority or Company, and to authorise and empower the Company to advance money upon any such securities, with all such powers, rights and remedies for securing and enforcing payment thereof as may be agreed upon, or as may be prescribed or provided for in the intended Act.

Also to authorise the Company to acquire and work patents for inventions having relation to the purification of rivers or streams of water, or to the conversion, disposal or use of any substances, matters or things causing pollution, or which might be otherwise useful in effecting any of the objects of the intended Act, and to hold or grant licenses for the use of any such patented inventions.

Also for the purposes of the intended Act, to authorise the Company to raise capital by shares, stock, mortgage or otherwise, and to purchase, take and hold lands and buildings, and to sell, let or otherwise dispose of the same from time to time, and to have, use and exercise all such other powers, rights, authorities, immunities and privileges as may be necessary or convenient for enabling them to carry the objects of their incorporation into full and complete effect.

Also to vary or extinguish all rights and privileges which might in any way prevent or interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

Printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1880.

Dated 15th November, 1880.

Burchells, 5, Broad Sanctuary, Westminster, Solicitors for the Bill.

Sherwood and Co., 7 Great George-street, Westminster, Parliamentary Agents.

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

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Ince Hall Rolling Mills 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 24th day of November, 1880, presented to the said Court by the Wigan Coal and Iron Company Limited, of Wigan, in the county of Lancaster, creditors of the said Ince Hall Rolling Mills Company Limited; and that the said petition is directed to be heard before the Master of the Rolls, on the 4th day of December, 1880; and any creditor or contributory of the said last-named Company desirous to oppose the making of an Order for the winding up of the said last-named 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 last-named Company requiring the same by the undersigned, on payment of the regulated charge for the same.

Sharpe, Parkers, and Co., of 41, Bedford-row, in the county of Middlesex; Agents for

Peace, Ackerley, and Co., of Wigan, in the county of Lancaster, Solicitors for the Petitioners.

In the High Court of Justice.—Chancery Division.
Vice-Chancellor Hall.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Birmingham Brewing, Malting, and Distilling Company Limited.

NOTICE is hereby given, that a petition for the continuance of the voluntary winding up of the above-named Company, pursuant to Resolutions passed at the Extraordinary Meetings of Shareholders held on the 4th day of

November, 1880, and the 19th day of November, 1880, but subject to the supervision of the Chancery Division of the High Court of Justice, was, on the 22nd day of November, 1880, presented to his Lordship the Vice-Chancellor Hall by John Leslie Tompson, of 203, Ashted-row, Birmingham, in the county of Warwick, and Charles Hugh Edwards, of 27, Waterloo-street, Birmingham aforesaid, Solicitor, creditors of the said Company; and that the said petition is directed to be heard before his Lordship the Vice-Chancellor Hall, on Friday, the 3rd day of December, 1880; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company under the above Acts should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned, on payment of the regulated charge for the same. Dated this 23rd day of November, 1880.

Deane, Chubb, and Co., 14, South-square, Gray's-inn, Solicitors for the Petitioners.

In the Matter of the Companies Acts, 1862 and 1867, and of the London and Southwark Insurance Corporation Limited.

BY an Order made by the Master of the Rolls in the above matter, dated the 8th day of November, 1880, on the petition of Henry Aste, of Castle Hill Lodge, Upper Norwood, in the county of Surrey, Esq.; and others, the Directors of the above-named Company, it was ordered that the voluntary winding up of the said Company be continued, subject to the supervision of the High Court of Justice.

Tilleard, Godden, and Holme, 34, Old Jewry, London, E.C., Solicitors for the said Petitioners.

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

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Navigating Telegraph's Company Limited.

BY an Order made by the Master of the Rolls in the above matter, dated the 8th day of November, 1880, on the petition of William James Thompson, of 38, Mincing-lane, in the city of London, Produce Broker, and Frederic Thomas Hall, of 15, Gray's-inn-square, in the county of Middlesex, Gentleman, shareholders of the above-named Company, it was ordered that the said Navigating Telegraph's Company be wound up by this Court under the provisions of the Companies Acts, 1862 and 1867. And it was ordered that Henry Wheler Maynard and George Wingfield, the Provisional Official Liquidators appointed by the Order, dated 31st July, 1880, be continued until the appointment of Official Liquidators. And it was ordered that the Petitioners and the said Company be allowed their costs of and relating to the said petition out of the assets of the said Company, such costs to be taxed by the Taxing Master. And it was ordered that the time for advertising this Order be extended until the 30th November, 1880.

Henry Fox, 15, Gray-inn-square, Solicitor for the said Petitioners.

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

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Hull Cement and Lime Works Limited.

NOTICE is hereby given, that the Master of the Rolls has fixed Monday, the 6th day of December, 1880, at twelve o'clock at noon,

at his chambers, in the Rolls-yard, Chancery-lane, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 22nd day of November, 1880.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Vron Slate Company Limited.

NOTICE is hereby given, that the Vice-Chancellor Sir Richard Malins has fixed Friday, the 3rd day of December, 1880, at twelve of the clock at noon, at his chambers, No. 12, Staple-inn, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 20th November, 1880.

In the High Court of Justice.—Chancery Division. In the Matter of the Flagstaff Silver Mining Company of Utah Limited, and in the Matter of the Companies Acts, 1862 and 1867.

NOTICE is hereby given, that the Master of the Rolls has fixed Monday, the 6th day of December, 1880, at eleven of the clock in the forenoon, at his chambers in the Rolls-yard, Chancery-lane, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 24th day of November, 1880.

In the High Court of Justice.—Chancery Division. Vice-Chancellor Hall.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Wiveliscombe Slate Company Limited.

NOTICE is hereby given, that the Vice-Chancellor Sir Charles Hall has fixed Monday, the 6th day of December, 1880, at twelve o'clock at noon, at his chambers, No. 14, Chancery-lane, in the county of Middlesex, as the time and place for the appointment of an Official Liquidator of the above-named Company.—Dated this 25th November, 1880.

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

In the Matter of the General Produce Trading Company, and of the Companies Acts, 1862, 1867, and 1877.

THE creditors of the above-named Company are required, on or before the 20th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to Edward Henry Davis, of 6, Exchange West, in the city of Bristol, Accountant, the Official Liquidator of the said Company; and if so required by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their debts or claims, at the chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Friday, the 14th day of January, 1881, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 20th day of November, 1880.

In the Chancery of the County Palatine of Lancaster.—Liverpool District.

In the Matter of the Companies Acts, 1862 to 1880; and in the Matter of the Court of Chancery of Lancaster Act, 1850; and in the Matter

of the Court of Chancery of Lancaster Act, 1854; and in the Matter of the Liverpool and Continental Steamship Company Limited.

BY an Order made by the Vice-Chancellor in the above matters, dated the 15th day of November, 1880, on the petition of Charles De Gruchy, of 20, Barton-street, Waterloo-road, Liverpool, in the county of Lancaster, Sailmaker and Ship Chandler, it was ordered "that the voluntary winding up of the above-mentioned Liverpool and Continental Steamship Company Limited be continued, but subject to the supervision of this Court, and any of the proceedings under the said voluntary winding up may be adopted as the Vice-Chancellor shall think fit; and the creditors, contributories, and Liquidator of the said Company, and all other persons interested are to be at liberty to apply to the Vice-Chancellor, at the office of the District Registrar, as there may be occasion." And it is ordered that the costs of the said petitioner and the respondents to be paid out of the Company's assets by the voluntary Liquidator.—Dated the 22nd day of November, 1880.

Thomas Etty, 22, Lord-street, Liverpool,
Solicitor for the said Petitioner, Charles
De Gruchy.

TENDERS FOR GOVERNMENT PRINTING.

THE Controller of Her Majesty's Stationery Office desires to receive Tenders for providing

Certain Printed Forms, including Paper, for the Inland Revenue Department.

Samples of the Paper and Printing, with relative particulars of Contract and descriptive Schedules of Forms, &c., may be seen, and forms of tender obtained, at Her Majesty's Stationery Office, Princes-street, Storey's Gate, between the hours of twelve and four, on and after Friday, the 19th instant.

Tenders must be delivered at this address on or before Tuesday, the 14th December, 1880, by twelve o'clock noon.

H.M. Stationery Office, Princes-Street,
Storey's Gate, Westminster, November 17, 1880.

The Companies Acts, 1862 and 1867.

The Industrial Exhibition Company Limited.

AT an Extraordinary General Meeting of the Shareholders of the above-named Company, duly convened and held at the registered offices of the Company, 100, King-street, in the city of Manchester, on Wednesday, the 17th day of November instant, at eleven o'clock in the forenoon, the following Extraordinary Resolutions were duly passed:—

1. "That it has been proved to the satisfaction of the Shareholders that the Company cannot, by reason of its liabilities, continue its business, and it is advisable to wind up the same.

2. "That Mr. Joseph Corbett, of Manchester, Architect, and Mr. Issachar James Thorp, of Manchester, Merchant, be appointed Liquidators or the purpose of winding up the affairs of the Company without remuneration."

John Maule Sutton, M.D., *Chairman*.

Companies Acts, 1862 and 1867.

The London and Southwark Insurance
Corporation Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at Nos. 73 and 74, King William-street, in the city of London, E.C., on the 21st day of

October, 1880, 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 5th day of November, 1880, the said Special Resolutions were duly confirmed:—

1. "That the London and Southwark Insurance Corporation Limited be wound up voluntarily.

2. "That Henry Aste, Charles Kemp Dyer, and George Reckitt be, and they are hereby appointed the Liquidators of the Company, for the purpose of winding up its affairs, and distributing the property, and that their remuneration shall be the sum of £210, and 5 per cent. on the total amount which shall be eventually returned to the shareholders."

Henry Aste, *Chairman*.

Dulais Merthyr Colliery and Brick Company
Limited.

AT an Extraordinary General Meeting of the Shareholders in the above Company, duly summoned and held at the offices of the Company, No. 25, Bucklersbury, in the city of London, on Tuesday, the 9th day of November, 1880, at three o'clock in the afternoon, the following Extraordinary Resolutions were duly passed:—

1. "That it having been proved to the satisfaction of the Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, that the Company be wound up voluntarily.

2. "That Mr. John Venn Yonge be appointed Liquidator."

M. A. Warwick, *Chairman*.

The Companies Acts, 1862 to 1880.

The Rochdale Paper Manufacturing Company
Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held in the Company's School-room, Belfield, Rochdale, in the county of Lancaster, on the 23rd day of October, 1880, 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 in the Company's School-room, Belfield, Rochdale, on the 6th day of November, 1880, the same following Special Resolutions were confirmed:—

1. "That failing to complete the arrangements with the loanholders, guaranteed shareholders, and trade creditors, and that it having been proved to the satisfaction of the Members of the Rochdale Paper Manufacturing Company Limited, Belfield, Rochdale, in the county of Lancaster, that the Company cannot, by reason of its liabilities, continue its business, the same to be wound up voluntarily.

2. "That the following gentlemen be appointed by this meeting as Liquidators:—Mr. Noah Briggs, Manager, Prestwich, Mr. John Henry Bury, Merchant, Accrington, Mr. F. T. Philippi, Manufacturer, Belfield, Mr. Thomas Ogden, Manager, Rochdale, Mr. J. T. W. Mitchell, Merchant, Rochdale, and that they have power to appoint an Accountant.

3. "That the above-named gentlemen be paid as Liquidators, the Company's fees to Directors, and expenses."

Noah Briggs, *Chairman*.

The Companies Acts, 1862 and 1867.

The Manchester Iron and Nail Company Limited.

AT an Extraordinary General Meeting of the Members of the said Company, duly convened and held at No. 4, Howard-street, Regent-road, Salford, in the county of Lancaster, on the 11th day of October, 1880, the following Special

Resolutions were duly passed; and at a subsequent Extraordinary General Meeting of the Members of the said Company, duly convened and held at No. 4, Howard-street aforesaid, on the 26th day of October, 1880, the following Special Resolutions were duly confirmed:—

“That in the opinion of this Meeting the Company seems unable longer to carry on the business for which the same was formed; that the same be wound up voluntarily, in pursuance of section 129 of the Companies Act, 1862.

“That Mr. P. O. Whitehead, of Drood House, Old Trafford, be and he is hereby appointed the Liquidator for the purpose of winding up the Company's affairs.” Thos. Jacks, *Chairman*.

Swedish Iron Rolling Stock and Implement Works Limited.

NOTICE is hereby given, that at an Extraordinary General Meeting of the Members of the said Company, duly convened and held at 30, Paradise-street, Birmingham, in the county of Warwick, on the 9th day of September, 1880, 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 5th day of October, 1880, the following Special Resolution was duly confirmed:—

“That the Company be wound up voluntarily.” John Livesey, *Chairman*.

The Swedish Iron Rolling Stock and Implement Works Limited.—In voluntary Liquidation.

NOTICE is hereby given, that the Creditors of the above-named Company are required to send their names and addresses, and the particulars of their debts or claims to Mr. Samuel Slater, the Liquidator of the said Company, at the offices of Messrs. Slater and Son, 32, Queen Victoria-street, London, E.C., on or before the 29th day of December, 1880, after which date the said Liquidator will proceed to distribute the assets of the said Company, having regard only to the claims and demands of which he shall then have had notice; and the said Liquidator will not be liable for the assets so distributed to any creditor of whose claim he shall not then have had notice.—Dated this 23rd day of October, 1880.

Sam. Slater, *Liquidator*.

In the Matter of G. B. and G. T. Galloway's Engineering Company Limited.—Completion of Voluntary Winding up of said Company.

THE undersigned, Liquidator of the above Company, hereby gives notice, in accordance with the provisions of the Companies Act, 1862, section 142, that a General Meeting of the Shareholders of the said Company will be held on the 29th day of December next, at two o'clock in the afternoon, at No. 25, Mildmay-chambers, Union-court, Old Broad-street, in the city of London. The object of the meeting is to lay before the shareholders an account, showing the manner in which the voluntary winding up of the above Company has been conducted, and the property of the Company disposed of.—Dated this 20th day of November, 1880. W. T. Bennett, *Liquidator*.

NOTICE is hereby given, that the Partnership between the undersigned, William Hunt and George Martyn Hunt, in the trade or business of Ironmongers, at Barnstaple, in the county of Devon, under the style of W. and G. Hunt, was this day dissolved by mutual consent. In future the business will be carried on by the said William Hunt and his son Frederick William Hunt, under the style of William Hunt and Son, who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—Witness our hands, the 20th day of November, 1880.

Wm. Hunt.

G. M. Hunt.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Alfred Ernest Richmond and William Henry Hobday, of 23, War-tone-lane, Birmingham, Jewellers, trading under the style of Richmond and Co., has been dissolved as from the 10th day of November, 1880. All debts due to and from the late partnership will be received and paid by the said William Henry Hobday, who will in future carry on the business on his own account, under the style of Richmond and Co.—Dated this 19th day of November, 1880.

Alfred E. Richmond.

Wm. H. Hobday.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Isaac Isaacs and Joseph Beig, carrying on business at 101, Bishopsgate-street Without, in the city of London, as Woollen and Manchester Warehousemen, under the style or firm of Isaacs and Beig, was dissolved on this 25th day of November, 1880, by mutual consent. All debts due to and owing by the late firm will be received and paid by the said Isaac Isaacs, by whom the said business will in future be carried on.—Dated this 25th day of November, 1880.

Isaac Isaacs.

Joseph Beig.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, George Nichols, Thomas Guy Evans, Joseph Benjamin Fields Clow, and Isaac Fields, of Boot and Shoe Manufacturers and Elastic Web Factors, at Leicester, in the county of Leicester, under the style or firm of Nichols, Evans, Clow, and Co., has been this day dissolved by mutual consent. All the debts due and owing to and from the said firm in respect of their business as Boot and Shoe Manufacturers, will be received and paid respectively by the said George Nichols, Thomas Guy Evans, and Joseph Benjamin Fields Clow, by whom that branch of the said business will in future be carried on under the style or firm of Nichols, Evans, and Clow; and all debts due and owing to and from the said firm in respect of their business as Elastic Web Factors, will be received and paid respectively by the said Isaac Fields, by whom such branch of the said business will in future be carried on.—As witness our hands this 22nd day of November, 1880.

George Nichols.

Thomas Guy Evans.

Joseph Benjamin Fields Clow.

Isaac Fields.

NOTICE is hereby given, that the Partnership between the undersigned, William Avery Gould and George Henry Gould, in the trade or business of Drapers and Silk Mercers, at Ludgate House, Barnstaple, under the firm of Gould Brothers, was, on the 1st day of April last, dissolved by mutual consent; since which the business has been, and in future will be, carried on by the undersigned, George Henry Hunt, on his separate account.—Witness our hands, this 3rd day of September, 1880.

William Avery Gould.

George Henry Gould.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Henry Bradshaw, George Mills Bradshaw, and John Frederick Forth, carrying on business as Lace Manufacturers, at Hartwell-street, Pease Hill-road, in the town of Nottingham, under the style or firm of Bradshaw, Forth, and Company, was this day dissolved by mutual consent, so far as the undersigned, John Frederick Forth, is concerned, who retires therefrom. All debts due to and from the said late firm will be received and paid by the said Henry Bradshaw and George Mills Bradshaw, who will in future continue to carry on the said business on their own account.—Dated this 22nd day of November, 1880.

Henry Bradshaw.

George Mills Bradshaw.

John Frederick Forth.

NOTICE is hereby given, that the Partnership which as for some time past subsisted between us the undersigned, Thomas Brown and Abraham Gould, carrying on business under the style or firm of Brown Brothers, or Brown Brothers and Company, at No. 470, Ox'rd-street, in the county of Middlesex, as Sellers of Patent Ranges, Stoves, Grates, and Freezing and Kife Machinery, was, on the 29th day of September last, dissolved by mutual consent. And notice is also hereby given, that henceforward the said business will be carried on alone by the said Thomas Brown at the above address, and that all debts and liabilities due to and owing by the late firm will be respectively receivable or payable by him.—As witness our hands this 22nd day of November, 1880.

Abraham Gould.

Tom. Brown.

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, George Seldon, of Nottingham, Cab Proprietor, and William Norrish, of Nottingham, Broker, as Furniture Dealers, at Mansfield-road and Charlotte-street, in the town of Nottingham, and elsewhere, under the style of Seldon and Norrish and Norrish and Seldon, has been this day dissolved by mutual consent.—Dated this 22nd day of November, 1880.

*George Seldon.
William Norrish.*

NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, David Rowlands and Thomas Jones, as Grocers and Chemists, at Tregaron, in the county of Cardigan, under the firm of Rowlands and Jones, was, on the 29th day of September, 1880, dissolved, by mutual consent, so far as regards the said David Rowlands, who on that day retired from the concern; and that all debts due and owing to or by the late firm will be received and paid by the said Thomas Jones.—As witness our hands this 9th day of November, 1880.

*David Rowlands.
Thomas Jones.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Lorimer and John Lancashire, carrying on business at 340 and 342, Fountains-road, Walton-road, Kirkdale, in the city of Liverpool, as Bottled Ale and Porter Merchants, under the style of John Lorimer and Co., has been, as from the 28th day of October, 1880, dissolved by mutual consent. All debts due to or from the said partnership firm will be received and paid by the said John Lancashire, who will in future carry on the business on his own account.—Dated this 22nd day of November, 1880.

*John Lorimer.
John Lancashire.*

NOTICE is hereby given, that the Partnership lately subsisting between the undersigned, Charles Longley and Thomas Hartley, in the trade or business of Aërated Water Manufacturers, at Clayton West, in the county of York, and elsewhere, under the firm of Longley and Hartley, was this day dissolved, by mutual consent; and in future the business will be carried on by the said Thomas Hartley, on his separate account, and who will pay and receive all debts owing from and to the said partnership in the regular course of trade.—As witness our hands this 20th day of November, 1880.

*Charles Longley.
Thomas Hartley.*

TAKE Notice, that the Partnership heretofore subsisting between us the undersigned, Benjamin William Spragg and George Hawkins, as Builders, under the style of Spragg and Hawkins, at Grafton-road, Birmingham, in the county of Warwick, has been mutually dissolved as from the 15th day of November instant.—Dated this 18th day of November, 1880.

*Benjamin William Spragg.
George Hawkins.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Robert Tompsett and John Hartnup, as Farmers, at Strettit Farm, East Peckham, in the county of Kent, under the style or firm of Tompsett and Hartnup, has been dissolved, by mutual consent, as from the 30th day of October last.—As witness our hands this 23rd day of November, 1880.

*William Robert Tompsett.
John Hartnup.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Edmunds and Robert Kirkman Fallows, carrying on business as Suppliers and Sellers of Medicine Chests for Ships, at No. 233, East India Dock-road, Poplar, in the county of Middlesex, under the style or firm of Edmunds and Fallows, was dissolved, by mutual consent, as from the 23rd day of November instant. All debts owing from or due to the late firm will be discharged and received by the said John Edmunds.—Dated this 23rd day of November, 1880.

*J. Edmunds.
Robert K. Fallows.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, William Morten Appleton and Walter Tily, at No. 8, Regent-street, Clifton, in the city of Bristol, as Ironmongers, has been dissolved, as from the 19th day of March, 1880, by mutual consent. All debts due to and owing from the said partnership will be received and paid by the said William Morten Appleton, who will continue to carry on the said business on his own account.—Dated this 9th day of November, 1880.

*W. Morten Appleton.
Walter Tily.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, John Pike, John Bilton Pike, and Christopher Pike, carrying on business at Hibernia-chambers, London Bridge, in the county of Surrey, as Hop Merchants and Malt and Isinglass Dealers, under the style or firm of Pike, Sons, and Co., has, so far as concerns the said John Pike, been dissolved, as from the 1st day of September, 1878, by mutual consent. All debts due from or to the said late partnership will be paid or received by the said John Bilton Pike and Christopher Pike, who have, since the said 1st day of September, 1878, carried on, and will in future continue to carry on, the said business on their own account, but under the same style and firm of Pike, Sons, and Co.—Dated the 22nd day of November, 1880.

*John Pike.
John B. Pike.
Christopher Pike.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Tindale Watson and Jesse Wilson, carrying on business at Halldham, in Holderness, in the East Riding of the county of York, Farmers, was this day dissolved by mutual consent; and that the said business will in future be carried on by the said Jesse Wilson alone, who will pay and receive all debts due and owing by and to the said firm.—As witness our hands this 23rd day of November, 1880.

*Tindale Watson.
his
Jesse X Wilson,
Mark.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Frederick Thomas Clark and John Sharp, under the firm of Clark and Sharp, in the trade or business of Boot and Shoe Merchants, at East Retford and Worksop, in the county of Nottingham, was, on the 15th day of September last, dissolved by mutual consent.—As witness our hands this 19th day of November, 1880.

*Fred. T. Clark.
John Sharp.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Edward Henry Morris and Charles Price, under the firm and style of Morris and Price, at Chirbury, in the county of Salop, and Montgomery, in the county of Montgomery, in the trade or business of Auctioneers, was this day dissolved by mutual consent.—As witness our hands this 22nd day of November, 1880.

*E. H. Morris.
Chas. Price.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Cunningham and Andrew Cunningham, of Throgmorton-chambers, Throgmorton-street, in the city of London, under the style of Cunningham Brothers, Stock Brokers, has been this day dissolved by mutual consent; and that in future such business will be carried on, under the same name, by the said Andrew Cunningham alone.—As witness our hands this 22nd day of November, 1880.

*Geo. Cunningham.
Andw. Cunningham.*

NOTICE is hereby given, that the Partnership formerly subsisting between us the undersigned, Alfred Jepps and Arthur Pritchard, of Nos. 40 and 42, Crampton-street, Newington, in the county of Surrey, Importers of Spanish Corks and Manufacturers of Round Corks by Machinery, trading as Jepps, Pritchard, and Co., was dissolved by an order of the Chancery Division of the High Court of Justice, dated the 16th day of September, 1880.—Dated this 6th day of November, 1880.

*Alfred Jepps.
Arthur Pritchard.*

JOHN WILLIAMS, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty Queen Victoria, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of John Williams, late of Prestcot, in the county of Lancaster, Builder and Contractor, deceased (who died on the 19th day of June, 1880, intestate, letters of administration of whose estate and effects were granted by the Liverpool District Registry of the Probate Division of Her Majesty's High Court of Justice on the 11th day of August, 1880, to Eliza Williams, the Widow and relict of the said deceased), are required to send the particulars of their claims and demands to me, the undersigned, Solicitor for the said administratrix, on or before the 24th day of De-

ember, 1880, after which day the said administrator will proceed to distribute the assets of the said deceased amongst the parties legally entitled thereto, having regard only to the claims of which she shall then have had notice; and the said administratrix will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim she shall not then have had notice.—Dated this 23rd day of November, 1880

JAMES MORGAN, Albert-chambers, Cardiff, Solicitor for the said Administratrix.

RICHARD PENFOLD, Deceased.

Pursuant to the Act to relieve Trustees, 22nd and 23rd Victoria, chapter 35,

NOTICE is hereby given, that all persons having any debts, claims, or demands against the estate of Richard Penfold, late of Southgate, in the city of Chichester, Farmer, deceased (who died on the 24th day of October, 1880, and whose will was proved in the Principal Registry on the 13th day of November, 1880, by Grange Holt and Henry Sadler, the executors therein named), are hereby required to send the particulars thereof to us, the undersigned, before the 18th day of January, 1881, after which date the said executors will distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice; and they will not thereafter be liable for any debt, claim, or demand of which they shall not have had notice at the time of distribution.—Dated this 23rd day of November, 1880.

ARNOLD and COOPER, East-street, Chichester, Solicitors for the said Executors.

EMMA SYKES, Deceased.

Pursuant to the Statute 22 and 23 Victoria, chapter 35.

NOTICE is hereby given, that creditors and others having claims or demands upon the estate of Emma Sykes (wife of Joseph Sykes), of Belmont-grove, Oxtou, in the county of Chester, deceased (who died on the 24th day of October, 1880, and whose will was proved by the executors thereof, on the 22nd day of November, 1880, in the District Registry at Chester of the Probate Division of Her Majesty's High Court of Justice), are to send the particulars of their respective claims or demands to the said executors, at our offices, 5, Cook-street, Liverpool, on or before the 10th day of December, 1880. And notice is hereby given, that after the expiration of the above-mentioned time the said executors will distribute the assets of the said testatrix among the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim or demand they shall not have had notice at the time of such distribution.—Dated this 24th day of November, 1880.

OLWAR, JONES, BILLSON, and JONES, 5, Cook-street, Liverpool, Solicitors for the said Executors.

JOHN WILKINSON, Deceased.

Pursuant to the 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 persons having any claims or demands upon or against the estate of John Wilkinson, late of Quarry-road, Bulwell, in the borough of Nottingham, Lime Burner, deceased (who died on the 3rd day of August, 1880, and whose will, with one codicil thereto, was proved by Samuel George Gilbert, of Nottingham, Solicitor, Samuel Wilkinson, of Bulwell aforesaid, Lime Burner, Ann Wilkinson, of Bulwell aforesaid, Widow, and Jacob Jennison, of Limby, Nottinghamshire, Maltster, the executors therein named, on the 22nd day of November, 1880, in the Nottingham District Registry of the Probate Division of the High Court of Justice), are hereby required to send in the particulars of their claims and demands to the undersigned, the Solicitors for the said executors, on or before the 31st day of January, 1881. 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 23rd day of November, 1880.

TOWLE, GILBERT, and SONS, 24, Low pavement, Nottingham, Solicitors for the Executors.

Mrs MARY BARNARD HOLME SUMNER, Deceased.

Pursuant to an 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 Mary Barnard Holme Sumner, formerly of Great Bookham, Surrey, and late of No. 3, Eaton-terrace, Eaton-square, in the county of Middlesex, Widow of the late William Holme Sumner, of Hatchlands, Surrey (who died

on the 2nd day of November instant, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, on the 18th day of this month, by Arthur Holme Spunner, of Rosehaugh, Pittville, Cheltenham, in the county of Gloucester, Esq, the son and sole executor of the said will), are hereby required to send in the particulars, in writing, of their debts, claims, and demands to Messrs. Wordsworth, Blake, Harris, and Pearson, of the South Sea House, Threadneedle-street, London, the Solicitors for the said executor, on or before the 27th day of December next. And notice is hereby given, that after the expiration of such time the said executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, or demands of which the said executor shall then have had notice; and that the said executor will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand he shall not then have had such notice as aforesaid.—Dated this 24th day of November, 1880.

WOODSWORTH, BLAKE, HARRIS, and PEARSON, South Sea House, Threadneedle-street, Solicitors for the said Executor.

HENRY JENOUR, Deceased.

Pursuant to an Act of Parliament 22 and 23 Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having debts, claims, or demands in the estate of the Reverend Henry Jenour, late of Portland, in the county of Dorset, Clerk, Vicar of Saint John's Church, Portland aforesaid, deceased (who died on the 27th day of September, 1874, whose will was proved by the Reverend Arthur Hill, Clerk, the surviving executor named in the said will, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Blandford, on the 13th day of November, 1880), are hereby requested to send full particulars, in writing, of their debts, claims, or demands to the said executor, at the offices of Messrs. Andrews, Son, and Huxtable, South-street, Dorchester, on or before the 30th day of December next, and that after the said 30th day of December next the said executor will distribute the assets of the said testator amongst the parties entitled thereto, having regard only to the debts, claims, or demands of which he shall then have notice; and 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 notice at the time of such distribution.—Dated this 24th day of November, 1880.

ANDREWS, SON, and HUXTABLE, Solicitors for the said Executor.

MATTHEW WALKER, Deceased.

Pursuant to an Act of Parliament 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Matthew Walker, late of Chaddesden, in the county of Derby, Farmer, deceased (who died at Chaddesden aforesaid on the 2nd day of May, 1880, and whose will was proved by Samuel Walker and David Walker, both of Tutbury, in the county of Stafford, Farmers, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Derby, on the 8th day of October, 1880), are hereby required to send, in writing, the particulars of their debts, claims, or demands to me, the undersigned, as Solicitor for the executors, at my office, situate at 20, Corn-market, Derby, on or before the 1st day of January, 1881. And notice is hereby given, that after that day the said executors will proceed to distribute the assets of the said deceased, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 22nd day of November, 1880.

JNO. MOODY, 20, Corn-market, Derby, Solicitor for the said Executors.

EDWARD TOMPKINS, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debts, claims, or demands against or affecting the estate of Edward Tompkins, late of No. 52, Dean-street, Soho, in the parish of St. Anne, Westminster, in the county of Middlesex, Coal Dealer, deceased (who died on the 24th day of December, 1879, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 23rd day of March, 1880, by the executors therein named), 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 1st day of January, 1881; and notice is hereby

also given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, distributed to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 23rd day of November, 1880.

ALLEN and SON, 17, Carlisle-street, Soho-square, London, W., Solicitors for the said Executors.

GEORGE COOPER, Deceased.

Pursuant to the Statute 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of George Cooper, late of George-street, Croydon, in the county of Surrey, Surgeon, deceased (who died on the 31st day of October, 1880, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 18th day of November, 1880, by his widow, Maria Mee Cooper, and his sons, George Cooper and Richard Cooper, the executrix and executors therein named), are hereby required to send, in writing, the particulars of their debts, claims, or demands to me, the undersigned, Richard Cooper, Solicitor for the executors, on or before the 15th day of January, 1881, after which date the executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and the executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice. And all persons indebted to the estate of the said deceased are requested forthwith to pay the amount of their debts respectively to the executors.—Dated this 24th day of November, 1880.

RICHARD COOPER, 23, Bush-lane, E.C., Solicitor for the Executors.

Mrs. ELIZABETH MOUNT BROCK, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that the creditors and other persons having any claims or demands upon or against the estate of Elizabeth Mount Brock, late of Colchester, in the county of Essex, Widow (who died on the 18th day of October, 1880, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice on the 15th day of November, 1880, by Henry Egerton Green and James Inglis, the executors therein named), are hereby required to send particulars, in writing, of their claims and demands to the undersigned, the Solicitors for the said executors, on or before the 20th day of January, 1881; 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 and demands of which they shall then have had notice; and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim or demand they shall not then have received notice.—Dated this 20th day of November, 1880.

HOWARD, INGLIS, and KEELING, Colchester, Solicitors for the Executors.

THOMPSON HART, Deceased.

Pursuant to the Act 22nd and 23rd Victoria, cap. 35.

ALL creditors and persons having claims against the estate of Thompson Hart, formerly of 614, Commercial-road, Limehouse, in the county of Middlesex, Sail-maker; but late of Gerrard's Cross, in the county of Bucks, (who died on the 24th day of October, 1880, at Gerrard's Cross aforesaid), are to send in particulars of their debts or claims to us, at No. 120, Chancery-lane, London, on or before the 10th day of January next. And notice is hereby given, that after that day the executors will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which they shall then have received notice.—Dated the 24th day of November, 1880.

HADDEN, WOODWARD, and McLEOD, Solicitors for the Executors.

JOHN STANWIX, Deceased.

Pursuant to the Statute 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands against the estate of John Stanwix, late of Keverstone, in the county of Durham, Farmer (who died on the 4th day of September, 1880, and whose will was proved by John Heslop and Joseph Garthwaite, the executors therein named, in the Durham District Registry of the Probate Division of Her

Majesty's High Court of Justice on the 8th day of October, 1880), are hereby required to send particulars, in writing, of their debts, claims, or demands, to me, the undersigned, as Solicitor for the said executors, on or before the 14th day of February next; and notice is hereby given, that at the expiration of that time the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, or demand they shall not then have had notice.—Dated this 24th day of November, 1880.

JNO. PROUD, Bankside, Bishop Auckland, Solicitor for the said Executors.

ELIZABETH ANN HANDASYDE, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims, debt, or other demand against the estate of the late Elizabeth Ann Handasyde, of 34, Camberwell New-road, in the county of Surrey, Widow (who died on the 1st day of November, 1880, and whose will was proved on the 22nd day of November, 1880, by James Ewing Mathieson, of No. 77, Lombard-street, in the city of London, Banker, the sole executor therein named, in the Principal Registry of the Probate Division of the High Court of Justice), are hereby required to send the particulars of their debts or demands to me, the undersigned, George S. Gibb, of 3, Fenchurch-avenue, London, E.C., Solicitor for the said executor, on or before the 25th day of December next, after which time the said executor will proceed to distribute the whole of the estate of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executor shall then have had notice; and the said executor will not be liable to any person of whose claim he shall not then have received notice.—Dated this 25th day of November, 1880.

GEORGE S. GIBB, 3, Fenchurch-avenue, London, E.C., Solicitor for the said Executor.

RICHARD JONES, Deceased.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claim or demands against the estate of Richard Jones, formerly of No. 34, Dombey-street, Toxteth Park, Liverpool, in the county of Lancaster, and trading at 43A, Laxey-street, in the city of Liverpool aforesaid, under the style or firm of Richard Jones and Company, Soda and Mineral Water Manufacturer, and Ale and Porter Bottler (who died on the 14th day of December, 1878, and whose will was proved in the Probate Division of the District Registry attached to Her Majesty's High Court of Justice at Liverpool, on the 17th day of January, 1879, by Hartley Wilson and James Jones, the executors therein named), are hereby required to send the particulars, in writing, of their claim or demand to me, the undersigned, the Solicitor for the said executors, on or before the 20th day of December next, after which day the said executors will not be liable for the assets, or any part thereof, so distributed to any person of whose debt or claim they shall not then have had notice. And all persons indebted to the estate of the said Richard Jones are hereby requested to pay their debts forthwith to me.—Dated this 19th day of November, 1880.

WILLIAM HENRY QUILLIAM, Chancery-chambers, 11, Old Post Office-place, Church-street, Liverpool, Solicitor for the said Executors.

JOHN KYNASTON LUARD, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, 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 General John Kynaston Luard, late of No. 29, Gloucester-gardens, Hyde Park, in the county of Middlesex, a General in Her Majesty's Indian Army, C.B. (who died at No. 29, Gloucester-gardens aforesaid on or about the 18th October, 1880), are hereby required to send particulars, in writing, of such claims to Holroyd Chaplin, of the firm of Valpy, Chaplin, and Peckham, of 19, Lincoln's-inn-fields, in the said county, the Solicitors for the executors of the said General Luard, on or before the 1st day of January, 1881. And notice is hereby given, that on and after that date the said executors will proceed to administer the assets of the said deceased, having regard only to the claims of which they shall then have received notice.—Dated this 22nd day of November, 1880.

VALPY, CHAPLIN, and PECKHAM, 19, Lincoln's-inn-fields.

WILLIAM DULLEY, Deceased.

Pursuant to the Act 22 and 23 Vict., c. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of William Dulley, late of Wellingborough in the county of Northampton Common Brewer and Spirit Merchant, deceased (who died on or about the 2nd day of October last, and whose will was proved by David Dulley, Common Brewer, James Dulley, Common Brewer, and the Reverend Benjamin Dulley, Clerk in Holy Orders, all of Wellingborough aforesaid three of the executors therein named, on the 12th day of November instant, in the Peterborough District Registry attached to 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 David Dulley, James Dulley, and Benjamin Dulley, or to the undersigned, their Solicitors, on or before the 1st day of February 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 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, 1880.

SHARMAN and JACKSON, Wellingborough, Solicitors of the said Executors.

WILLIAM TYM MIDDLETON, Deceased.

Pursuant to the Statute 22nd and 23rd Vic., cap. 35.

NOTICE is hereby given, that all persons having any debts, claims, or demands against the estate of William Tym Middleton, late of Stone, in the county of Stafford, Solicitor (who died on the 5th day of October, 1880, and whose will was proved in the Principal Registry of the Probate Division of the High Court of Justice, on the 5th day of November, 1880, by John Harding and Elizabeth Florence Harding, the executors therein named), are hereby required to send to us, the undersigned, Solicitors for the said executors, particulars, in writing, of such debts, claims, or demands on or before the 5th day of January, 1881, after which date the said executors will distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice; and they will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not have had notice at the time of such distribution.—Dated this 22nd day of November, 1880.

F. VENN and SON, 1, Serjeants'-inn, Chancery-lane, London, E.C., Solicitors for the Executors.

SAMUEL HORTON, 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 against or affecting the estate of Samuel Horton, of Marton, in the county of Chester, Farmer, deceased (who died on the 22nd day of September, 1880, and whose will was proved on the 30th day of October, 1880, in the Chester District Registry of the Probate Division of Her Majesty's High Court of Justice, by John Horton, the brother of the said deceased, and William Warburton, of Sandiway, in the said county of Chester, Farmer, the executors named in the said will), are requested to send in particulars of their debts, claims, or demands to the said executor, William Warburton, on or before the 31st day of December next, at the expiration of which time the said executors will proceed to administer the estate and distribute the assets of the said testator among the parties entitled thereto, having regard 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 24th day of November, 1880.

A. and J. E. FLETCHER, Northwich, Cheshire, Solicitors for the said Executors.

Re WILLIAM HAMPTON, Deceased.

Pursuant to the Act 22 and 23 Vic., cap. 35, intituled "An Act to amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any claims or demands against the estate of William Hampton, late of Higham-street, Higham-hill, Walthamstow, in the county of Essex, Gentleman, deceased (who died on the 22nd day of September, 1880, and whose will was proved on the 9th day of October, 1880, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by William Hampton, of No. 141, Drummond-road, Bermondsey, in the county of Surrey, Lighter-

man, and Alfred Hampton, of No. 433, Southwark Park road, Bermondsey aforesaid, Lighterman, the executors therein named), are hereby required to send the particulars, in writing, of such claims or demands to the said executors, at the office of their Solicitors, Messrs. Houghtons and Byfield, of No. 85, Gracechurch-street, in the city of London, on or before the 30th day of January, 1881, after which time the said executors will distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims or demands of which they shall then have had notice; and will not be liable for the assets so distributed to any person of whose debt or claim they shall not then have had notice. And all debtors to the estate of the said William Hampton are requested forthwith to pay the sums due from them to the said executors, at the office aforesaid.—Dated this 25th day of November, 1880.

HOUGHTONS and BYFIELD, 85, Gracechurch-street, London, Solicitors for the said Executors.

CHARLES BENT, Deceased.

Pursuant to an Act of Parliament of 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property."

NOTICE is hereby given that all creditors and other persons having any claims or demands upon or against the estate of Charles Bent, late of 145, Great Jackson-street, Hulme, Manchester, Temperance Lecturer (who died on the 10th day of October, 1880, and whose will was proved in the District Registry at Manchester attached to the Probate Division of Her Majesty's High Court of Justice on the 1st day of November, 1880, by Thomas Barlow and Bartholomew Paddou, the executors named in the said will), are hereby required to send in the particulars of their claims or demands to us, the undersigned, Solicitors for the said executors, on or before the 28th day of December, 1880, after which day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice; and that they will not be liable for the assets, or any part thereof, so distributed to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 19th day of November, 1880.

FARRAR and HALL, 79, Fountain-street, Manchester.

MARY ANN SUMMERSON BREWIS, Deceased.

Pursuant to Statute 22 and 23 Vic., chap. 35.

NOTICE is hereby given, that all persons having any claims against the estate of Mary Ann Summermon Brewis, late of No. 6, Aken-side terrace, Newcastle-upon-Tyne, Widow, deceased (who died on the 6th day of November instant, and whose will was proved by me, the undersigned, George Rowell, the executor therein named, on the 22nd day of November instant, in the Newcastle-upon-Tyne District Registry of the Probate Division of the High Court of Justice), are hereby required to send particulars of such claims to me, the undersigned executor, on or before the 1st day of January next, after which I, the said executor, will distribute the assets of the said deceased, having regard only to the claims of which I shall then have had notice.—Dated this 22nd day of November, 1880.

GEORGE ROWELL, 72, Grey-street, Newcastle-upon-Tyne, Solicitor, the Executor.

Mrs. HELEN INWOOD, Widow, Deceased.

Pursuant to the Statute 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 of and other persons having any claims or demands upon or against the estate of Mrs. Helen Inwood, late of the Howard Arms, Howard-road, South Hornsey, in the county of Middlesex, Widow (who died on the 2nd day of May, 1880, 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 June, 1880, by William Potter, of Hornsey, in the county of Middlesex, Gentleman, and William Esau Burrows, of Highgate, in the said county of Middlesex, Grocer, the executors therein named), are hereby required to send in the particulars of their claims or demands against the said estate to Messrs. Howard and Shelton, the Solicitors for the said executors, at their offices, No. 39A, Threadneedle street, in the city of London, on or before the 25th day of December, 1880, after which day the said executors will proceed to distribute the assets of the said Helen Inwood, deceased, amongst the parties entitled thereto, having regard only to the claims of which the said executors shall then have had notice, and the said executors will not be liable for the assets, or any part thereof, so distributed or otherwise dealt with, to any person whose debt or claim they shall not have had notice at the time of such distribution; and all persons owing any money to the said deceased are requested to pay the same to us forthwith.—Dated this 17th day of November, 1880.

HOWARD and SHELTON, 39A, Threadneedle-street, London, E.C., Solicitors for the said Executors.

JAMES BARLOW, Deceased.

Notice to Creditors and others.

Pursuant to an Act of Parliament of the 22nd and 23rd years of the reign of Queen Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

THE creditors of, and the persons claiming debts or liabilities effecting the estate of James Barlow, late of Entwistle, in the county of Lancaster, Gentleman, deceased (who died on the 7th day of September, 1880, and whose will, dated the 21st day of March, 1879, was proved in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice at Manchester on the 18th day of November, 1880, by John Burford Barlow, the executor of the said will), are hereby required, on or before the 31st day of December, 1880, to send in unto the said executor, at the office of Mr. James Goolden Lawton, Solicitor, No. 22, Booth-street, in Manchester aforesaid, their claims against the estate of the said James Barlow, or in default thereof the said executor will distribute the assets of the said James Barlow among the parties entitled thereto, having regard to the claims of which such executor shall then have had notice; and will not be liable for the assets so distributed to any person of whose claim such executor shall not have had notice at the time of the distribution of the said assets.—Dated this 24th day of November, 1880.

JAS. G. LAWTON, Solicitor for the said Executor.

RICHARD BUNT, 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 Richard Bunt, late of Mornick, in the parish of Southhill, in the county of Cornwall, Farmer, deceased (who died on the 21st day of September last, and of whose personal estate letters of administration were granted by Her Majesty's High Court of Justice at the Principal Registry of the Probate Division thereof, to Mr. Richard Bunt Martin, of Hole Farm, in the parish of Cardynham, in the county of Cornwall, Farmer, on the 15th day of October instant), are hereby required to send in the particulars of their claims and demands to the said Richard Bunt Martin, or to the undersigned, his Solicitors, on or before the 24th day of December next. And notice is hereby also given, that after that day the said Richard Bunt Martin 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 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 23rd day of October, 1880.

NICOLLS and BLIGHT, Callington, Cornwall, Solicitors for the Administrator.

HENRY FULLER, Deceased.

Pursuant to the Act of Parliament 22 and 23 Vic., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debts, claims, or demands upon or against the estate of Henry Fuller, late of St. Ann's Hill Farm, Chertsey, in the county of Surrey, Farmer (who died on the 1st day of September, 1880, 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 10th day of November, 1880, by William Parsons and George Fletcher, the two surviving executors in the said will named), are hereby required to send particulars, in writing, of their debts, claims, or demands to the said executors, at the office of the undersigned, John Allen Redhead, of Chertsey, in the said county of Surrey, Solicitor, on or before the 16th day of December next, at the expiration of which time the executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the debts, claims, and demands only of which they shall then have had notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person of whose debt, claim, or demand they shall not then have had notice.—Dated this 16th day of November, 1880.

JNO. A. REDHEAD, Chertsey, Solicitor for the said Executors.

WILLIAM FRANCIS HARDY, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of William Francis Hardy, late of No. 22, Cheapside, Briggate, in Leeds, in the county of York, Joiner and Cabinet Maker (who died on the 10th day of November, 1880, and whose will was proved in the District Registry at Wakefield attached to the Probate Division of

Her Majesty's High Court of Justice, by me, the undersigned, James Walter Harland, the executor named in the said will) are hereby requested to send in the particulars of their claims and demands to me, on or before the 10th day of January, 1881; and that I shall not be liable for the assets, or any part thereof, to any person or persons of whose claim or demand I shall not then have had notice.—Dated this 24th day of November, 1880.

J. WALTER HARLAND, 9, South-parade, Leeds, Solicitor.

Mr. PATRICK KEANE, 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 persons having any claims or demands upon or against the estate of Patrick Keane, late of No. 1, Portland-street, in the town of Southampton, Resident Secretary of the Queen Insurance Company, and Wharfinger, and Collector of Dues for the Southampton Harbour Board (who died on the 15th day of September, 1880, and whose will was proved on the 10th day of November, 1880, in the District Registry attached to the Probate Division of Her Majesty's High Court of Justice, at Winchester, by Francis Butler, the sole executor therein named), are hereby required to send the particulars, in writing, of their debts, claims, or demands to us, the undersigned, at our offices, No. 7, Albion-place, Southampton, on or before the 12th day of January next, after which time the said executor will, without further notice, proceed to distribute the assets of the deceased among the parties entitled thereto, having regard to the claims only of which he, the said executor, shall then have had notice; and the said executor will not be liable for any part of such assets to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated the 12th day of November, 1880.

HICKMAN and SON, 7, Albion-place; Southampton, Solicitors for the said Executor.

JOSEPH SMITH, Deceased.

Pursuant to Act of Parliament 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any debt, claim, or demand against the estate of Joseph Smith, late of 144, High-street, and 3, Albert-place, Stockton-on-Tees, in the county of Durham, Cabinet Maker and Upholsterer, deceased (who died on the 13th day of February, 1880, and whose will was proved in the District Registry at Durham attached to the Probate Division of Her Majesty's High Court of Justice, on the 11th day of November, 1880, by Joseph Smith, of No. 144, High-street, Stockton-on-Tees aforesaid, Cabinet Maker and Upholsterer, the son of the said deceased, and George Hickson Wass, of Westbourne-terrace, Stockton aforesaid, Bookkeeper, the executors therein named), are hereby required to send the particulars of their debts, claims, and demands, in writing, to the undersigned, on or before the 1st day of January, 1881, after which day the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims and demands of which they shall then have had notice, and that the said executors will not be liable for any part of the assets so distributed to any person of whose claim or demand they shall not then have had such notice as aforesaid.—Dated this 12th day of November, 1880.

CROSBY and ARCHER, Stockton-on-Tees, Solicitors for the said Executors.

BENJAMIN COOKSON, Deceased.

Pursuant to Statute 22nd and 23rd Victoria, chapter 35,

NOTICE is hereby given, that all persons having any claim against the estate of Benjamin Cookson, late of Thornes-lane, Wakefield, in the county of York, Stone Merchant (who died on the 2nd day of November, 1880, and whose will was proved on the 16th day of November, 1880, in the Wakefield District Registry of the Probate Division of Her Majesty's High Court of Justice, by John Cookson and William Cookson, the executors named in the said will), are requested to send, in writing, the particulars of their claims to the undersigned, on or before the 18th day of December, 1880, after which date the said executors will distribute the assets of the said deceased, having regard only to the claims of which they shall then have had notice.—Dated this 19th day of November, 1880.

THOS. BURTON, of Wood-street, Wakefield, Solicitor for the Executors.

EDWARD PETER WEBB, Deceased.

Pursuant to Act of Parliament 22 and 23 Vict., cap. 35.

NOTICE is hereby given, that all persons having any claim against the estate of Edward Peter Webb, late of the Royal George Public-house, Bristol-gardens, Maida Vale, in the county of Middlesex, Barman (who died on the 1st day of May, 1880, 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, to Catherine Webb, the sister of the said deceased, on the 19th day of October, 1880), are hereby required to send the particulars, in writing, of the debts, claims, and demands against the estate to me, the undersigned, Solicitor for the said administratrix, on or before the 21st day of December next, at the expiration of which time the said administratrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which she shall then have had notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, and demand she shall not then have had notice.—Dated this 24th day of November, 1880.

GEORGE J. COLDHAM, 11, New-inn, Strand,
Solicitor for the said Administratrix.

FRANCES WEBB, Deceased.

Pursuant to Act of Parliament 22 and 23 Vict., cap. 35. NOTICE is hereby given, that all persons having any claim against the estate of Frances Webb, late of the Royal George Public-house, Bristol-gardens, Maida Vale, in the county of Middlesex, Widow (who died on the 16th day of September, 1880, 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, to Catherine Webb, the daughter of the said deceased, on the 19th day of October, 1880), are hereby required to send the particulars, in writing, of the debts, claims, and demands against the estate to me, the undersigned, Solicitor for the said administratrix, on or before the 31st day of December next, at the expiration of which time the said administratrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which she shall then have had notice; and that she will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, and demand she shall not then have had notice.—Dated this 24th day of November, 1880.

GEORGE J. COLDHAM, 11, New-inn, Strand,
Solicitor for the said Administratrix.

JOHN CHARLES WEBB, Deceased.

Pursuant to Act of Parliament 22 and 23 Vict., cap. 35. NOTICE is hereby given, that all persons having any claim against the estate of John Charles Webb, late of the Royal George Public-house, Bristol-gardens, Maida Vale, in the county of Middlesex, Licensed Victualler (who died on the 9th day of January, 1877, and whose will was proved on the 29th day of January, 1877, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice, by Frances Webb and Benjamin Parish, the executors named in the said will), are hereby required to send the particulars, in writing, of the debts, claims, and demands against the estate to me, the undersigned, Solicitor for the said executors, on or before the 31st day of December next, at the expiration of which time the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts, claims, and demands of which they shall then have had notice; and that they shall not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt, claim, and demand they shall not then have had notice.—Dated this 24th day of November, 1880.

GEORGE J. COLDHAM, 11, New-inn, Strand,
Solicitor for the said Executors.

Serjeant SARGOOD, Deceased.

Notice pursuant to the Act 22 and 23 Victoria, cap. 35. ALL persons having any claim against the estate of Timms Augustine Sargood, commonly known as Augustine Sargood, late of No. 3, Norfolk-terrace, Brighton, in the county of Sussex, and of No. 7, Crown Office-row, Temple, in the city of London, and also of No. 5, Via Montebello, Florence, in the Kingdom of Italy, Esq., Serjeant-at-Law (who died on the 14th day of September, 1880), are to send particulars thereof to the undersigned before the 1st day of January, 1881, after which date the assets of the deceased will be distributed.—Dated this 23rd day of November, 1880.

HATTON and WESTCOTT, 150, Strand, London,
Solicitors for Alfred Granger, Acting Executor of the Will of the Deceased.

ROBERT McMORLAND, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and persons having any claims or demands upon or against the estate of Robert McMorland, late of No. 32, St. Paul's Churchyard, in the city of London, and of Ridgmont, Beckenham, in the county of Kent, Warehouseman,

deceased (who died on the 23rd day of December, 1879, and whose will was proved in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice on the 4th day of February, 1880, by the executors therein named), are hereby required to send particulars, in writing, of such claims and demands to me, the undersigned, on or before the 1st day of January, 1881, after which day the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.—Dated this 23rd day of November, 1880.

HENRY HARRIS, 64, Moorgate-street, London,
Solicitor for the said Executors.

JAMES ODDY, Deceased.

Pursuant to an Act of Parliament 22 and 23 Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debts, claims, or demands against or affecting the estate of James Oddy, late of No. 2, Sycomore-villius, Leytonstone-road, Stratford, in the county of Essex, Gentleman (who died on the 11th day of October, 1880, and whose will was proved on the 4th day of November, 1880, in the Principal Registry of the Probate Division of Her Majesty's High Court of Justice by John Pitchford, of Manby-grove, Stratford, Essex, and George Rogers Aere, of 136, Chandos-road, Stratford aforesaid, the executors therein named), are hereby required to send in particulars, of such debts, claims, or demands on or before the 24th day of December next, to us, the undersigned, Solicitors for the said executors, after which date the said executors will proceed to distribute the whole of the assets of the said testator among the parties entitled thereto, having regard to the debts, claims, or demands only of which they have had notice; and the said executors will not then be responsible for any claim or demand of which they shall not then have had notice; and all persons indebted to the estate of the said testator are requested forthwith to pay the amount of their respective debts to us, the undersigned.—Dated the 24th day of November, 1880.

HILLIARYS and TAYLOR, 6, Fenchurch-
buildings, London, E.C., Solicitors for the said
Executors.

To William Lee, of Caxton House, Coplestone-road,
Denmark Hill, in the county of Surrey.

TAKE notice, that on the 20th day of November, 1880, a writ was issued against you in the Chancery Division of the High Court of Justice, in a certain action of Robert Henry Smith against you, the said William Lee, 1880, S.; No. 3332, claiming:—1. A declaration that the Partnership between the plaintiff and the defendant, under articles of partnership dated the 29th day of July, 1880, ought to stand and be dissolved as from the 22nd day of September, 1880, the day of the defendant's departure, or as from the 29th day of November, 1880, the day on which this action was commenced, or as from such other day as to this Court shall seem just; 2. Accounts and inquiries; 3. Damages; 4. Costs; 5. Further or other relief. And also take notice, that by an Order of the Master of the Rolls, the Judge of the said Chancery Division to whom the said action is assigned, dated the 22nd November, 1880, it was ordered that service of the said writ by serving a copy of the same, together with a copy of this Order, at the house of you, the said defendant, situate at Caxton House, Coplestone-road, Denmark Hill, in the county of Surrey, and by inserting once in the London Gazette and once in the Times newspaper this advertisement, should be deemed good service upon you of the said writ. And take notice, that in default of your causing an appearance to be entered for you at the Central Offices of the Royal Courts of Justice, Strand; London, within eight days after such service, the plaintiff may proceed in the said action as for default of appearance, and judgment may be given in your absence.—Dated this 25th day of November, 1880.

WILKINS, BLYTH, and FANSHAWE, 10, Saint
Swithin's-lane, London, Solicitors for the above-
named Robert Henry Smith.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action Seagrave v. Seagrave, with the approbation of the Master of the Rolls, the Judge to whose Court this action is attached, by Mr. Edward Stimson, the person appointed by the said Judge, at the Mart, Ten-houses-yard, on Thursday, the 16th day of December, 1880, at one for two o'clock in the afternoon, in 10 lots, the following leasehold property, viz:— Nos. 122, 124, 126, and 130, Falmouth-road, Nos. 20 and 22, Warner-road, No. 34, Great Bland-street, No. 29, Standard-street, Nos. 121, 123, 125, 55, 57, and 59, Rocking-

ham-street, New Kent-road, together with short leasehold ground rents secured upon Nos. 52, 54, and 56, Falmouth-road, and houses in Standard-street, Union-road, and Rockingham-street, all in the parish of Newington, in the county of Surrey.

Particulars and condition of sale may be obtained (gratis) of Albert Fleming, Esq., Solicitor, 18, Newington Butts, S.E.; Messrs. Pyke and Parrott, Solicitors, 43, Lincoln's Inn-fields, W.C.; Messrs. Farnell and Briggs, Solicitors, Vestry Clerk's Office, Isleworth, Middlesex; and at the Auctioneer's Offices, No. 2, New Kent-road: and at the place of sale.

TO be sold, pursuant to an Order of the High Court of Justice, Chancery Division, made in an action of *Biggs v. Bree*, B. 238, with the approbation of the Vice-Chancellor Sir James Bacon, the Judge, to whose Court the said action is attached, by Mr. Thomas Sheppard, of the firm of Warner, Sheppard, and Wade, the person appointed by the said Judge, at the Hind Hotel, at Lutetworth, in the county of Leicester, on Thursday, the 20th day of January, 1881, in one lot:—

A certain freehold farm, situate at Walcot, in the parish of Misterton, in the said county of Leicester, and about 50 acres of arable and pasture land.

Printed particulars and conditions of sale may be obtained (gratis) from Messrs. Harper, Broad, and Batcock, of 24, Rood-lane, London; Messrs. Robinson, Preston, and S. W. 35, Lincoln's Inn-fields, London; Messrs. Greenway and Campbell, Warwick; of the Auctioneer, Horsefair-street, Leicester, and at the place of sale.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action *Alfred Hill*, on behalf of himself and all other holders of mortgage-debenture bonds of the Birmingham (Hakely Hall) Coal and Ironstone Company Limited against Samuel Boteler Bristowe, M.P., and others, 1876, H., No. 306, all persons holding coupons for interest due on the 1st January, 1875, upon mortgage debenture bonds issued by the above-named Company, and secured by a trust deed dated 3rd October, 1873, are on or before the 6th day of January, 1881, to send, by post, prepaid, to Spencer Whitehead, of 40, Chancery-lane, London, the London Agent of the Solicitors for the said defendants, their full Christian and surnames, addresses, and descriptions, and the full particulars of the numbers and amount of each such coupon held by them. Every person holding such coupon as aforesaid is to produce the same before the Master of the Rolls, at his chambers, situated in Rolls-yard, Chancery-lane, Middlesex, on Saturday, the 22nd day of January, 1881, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1880.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in the matter of the estate of Hector William Barnes, deceased, and in an action *Lloyd v. Barnes*, 1880, B., No. 3576, the creditors of Hector William Barnes, late of Florence Villa, East Parade, Horsham, in the county of Sussex, Gentleman, formerly Wine and Spirit Merchant, deceased, who died in or about the month of April, 1880, are, on or before the 11th day of January, 1881, to send by post, prepaid, to Mr. James Ebenezer Mason, of No. 3, North-buildings, Eldon-street, Finsbury, in the city of London, the Solicitor of the defendant, James Hector Barnes, the administrator of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated at No. 12, Staple-inn, Holborn, in the county of Middlesex, on Tuesday, the 18th day of January, 1881, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 22nd day of November, 1880.

PURSUANT to an Order of the High Court of Justice, Chancery Division, made in an action in the matter of the estate of Horace Webster, deceased, Webster against Webster, 1880, W., 2351, the creditors of Horace Webster, late of Little Hulton, near Bolton, in the county of Lancaster, General Dealer and Provision Merchant, who died in or about the month of August, 1880, are, on or before the 1st day of January, 1881, to send by post, prepaid, to Charles John Hall, of the firm of Hall and Son, of Manchester, in the county of Lancaster, the Solicitors of Sarah Webster, the administratrix of the deceased, their Christian and surnames, addresses and descriptions, the full particulars of their claims, a statement of their accounts, and the nature of the securities (if any) held by them, or in default thereof they will be peremptorily excluded from the benefit of the said Order. Every creditor holding any security is to produce the same before the Vice-Chancellor Sir Richard Malins, at his chambers, situated No. 12, Staple-inn, Hol-

born, Middlesex, on Saturday, the 15th day of January, 1881, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 23rd day of November, 1880.

PURSUANT to a Judgment of the High Court of Justice, Chancery Division, made in the matter of the estate of John Henry Gent, deceased, and in an action *Davis v. Harris*, 1880, G., 926, the creditors of John Henry Gent, late of Fortis Green, Finchley, and No. 62, St. John's-street, West Smithfield, in the county of Middlesex, and formerly of Great Tower-street, in the city of London, Distiller's Merchant or Chemist, who died in or about the month of June, 1880, are, on or before the 31st day of December, 1880, to send by post, prepaid, to Mr. John Steer Hincks, of No. 14, King-street, Finsbury-square, in the city of London, a member of the firm of Roscoe, Hincks, and Sheppard, of the same place, the Solicitors of the defendants, John Harris the elder and John Harris the younger, the acting 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 Judgment. Every creditor holding any security is to produce the same before his Lordship the Vice-Chancellor Sir Richard Malins, at his chambers, situate at No. 12, Staple-inn, Holborn, Middlesex, on Tuesday, the 11th day of January, 1881, at twelve o'clock at noon, being the time appointed for adjudicating on the claims.—Dated this 24th day of November, 1880.

COUNTY COURTS' JURISDICTION.

PURSUANT to an Order of the County Court of Yorkshire, holden at Leeds, made in an action *Sheard v. Pratt* (Equity No. 126, Plaintiff No. H., 6567), the persons claiming to be interested in the proceeds arising from the sale of certain real estate devised by the will of Ann Sheard, of Leeds, in the county of York, Widow, deceased, which will is dated the 20th of January, 1835, are on or before the 20th day of December, 1880, to come in and prove their claims before the Registrar of the said Court in Leeds aforesaid, or in default thereof they may be excluded from the benefit of the said Order. Thursday the 30th day of December, 1880, at eleven o'clock in the forenoon, is appointed for hearing and adjudicating upon the claims.—Dated this 20th day of November, 1880.

THOMAS MARSHALL, Registrar.

PURSUANT to an Order of the County Court of Lancashire, holden at Rochdale, made in an action *Brown against Brown*, the creditors of, or claimants against, the estate of Joseph Brown, late of Greenbooth, near Rochdale, in the county of Lancaster, Weaver, who died in or about the month of May, 1880, are, on or before the 9th day of December, 1880, to send by post, prepaid, to the Registrar of the County Court of Lancashire, holden at Rochdale, 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 16th day of December, 1880, at ten o'clock in the forenoon, being the time appointed for adjudicating upon the claims.—Dated this 24th day of November, 1880.

ROBERT JACKSON, Registrar.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 7s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of George Thistle Thornes, of Nos. 32 and 33, Queen-street, in the city of London, and No. 6, Worcester-park, in the county of Surrey, Iron Merchant and Manufacturer's Agent, and will be paid by me, at my offices, No. 46, Jordan-well, in the city of Coventry, on Friday, the 26th day of November, 1880, or on either of the two subsequent Fridays, between the hours of eleven and four o'clock.—Dated this 17th day of November, 1880.

EDWD. THOS. PEIRSON, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST Dividend of 2s. 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Robert Ansecomb, of 697, Old Kent road, in the county of Surrey, Skin Merchant, and will be paid at my offices, 57, Gracechurch-street, in the city of London, on Tuesday, the 30th day of November, 1880, between the hours of eleven and one o'clock.—Dated this 18th day of November, 1880.

THOS. BURCH, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A FIRST and Final Dividend of 7d. in the pound has been declared on the separate estate of Robert Scovell in the matter of a special resolution for liquidation by arrangement of the affairs of Thomas Rodger Gregory and Robert Scovell, both of Love-lane, Bankside, Southwark, in the county of Surrey, Black Lead Manufacturers, Spice and Drug Grinders, and Packers, carrying on business there in partnership, under the style or firm of George Mayor and Co., the said Thomas Rodger Gregory residing at No. 19, Fritchville-gardens, Shepherd's Bush, and the said Robert Scovell residing at No. 4, Stanley-villas, Hammersmith, both in the county of Middlesex, and will be paid by me, at the offices of Messrs. Cooper Brothers and Co., No. 14, George-street, Mansion House, in the city of London, on and after Saturday, the 20th day of November, 1880, between the hours of ten and four.—Dated this 19th day of November, 1880.

ARTHUR COOPER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Poole.

A FIRST and Final Dividend of 3s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by James Chisman, of Wimborne Minster, in the county of Dorset, a retired Boatman, and will be paid by me, at the offices of Messrs. Moore and Harvey, in West Borough, in Wimborne, Minster, Dorset, on and after the 25th day of November, 1880.—Dated this 24th day of November, 1880.

H. FAIRFAX HARVEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

A FIRST and Final Dividend of 8s. 6d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Edward Kendall, of Stonegate, in the city of York, Joiner, Upholsterer, and Cabinet Maker, and will be paid by me, at my offices, Market-street, in the city of York, on and after the 4th day of December, 1880.—Dated this 22nd day of November, 1880.

CHARLES ANTHONY JACKSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.

A FIRST and Final Dividend of 2s. 1d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Hayward Palmer, of 23, Micklegate, in the city of York, Boot and Shoe Dealer, and will be paid by Mr. Charles Anthony Jackson, at his offices, Market-street, in the said city of York, on and after the 4th day of December, 1880.—Dated this 22nd day of November, 1880.

CHARLES ANTHONY JACKSON,
W. R. BURTON, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield.

A FIRST and Final Dividend of 3s. 1d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by George Henry Oldfield Donkersley, of Beast Market and Rosemary-lane, Huddersfield, in the county of York, Coach Builder, trading under the style or firm of Donkersley and Company, and will be paid by me, at the offices of Messrs. Armitage, Clough, and Company, 23, John William-street, Huddersfield, in the said county of York, on and after Monday, the 6th day of December, 1880, between the hours of twelve and two o'clock.—Dated this 22nd day of November, 1880.

WILLM. H. ARMITAGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent.

A FIRST Dividend of 5s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Robert Morton, of Trent Works, Burton-on-Trent, in the county of Stafford, Engineer and Coppersmith, and will be paid by us, at the offices of Messrs. J. J. Saffery and Company, Chartered Accountants, 14, Old Jewry-chambers, in the city of London, on Monday, the 29th day of November, 1880, or any subsequent Monday, between the hours of eleven and two.—Dated this 23rd day of November, 1880.

JOS. J. SAFFERY,
GEO. F. FREEMAN, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath.

A FIRST Dividend of 3s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Montague Dickin Stevenson, trading under the style or firm of Stevenson and Co., of 9, Green-street and 9, Quiet-street, in the city of Bath, Wine and Spirit Merchant, and will be paid by us, at the offices of Messrs. E. Norton, Harper, and Sons,

Chartered Accountants, Billiter-house, Billiter-street, in the city of London, on Monday, the 29th day of November, 1880, or any following Monday, between the hours of eleven and two.—Dated this 25th day of November, 1880.

ROBT. COLSON TAYLOR,
THOS. ROBT. LORD,
ALFRED C. HARPER, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Kingston-upon-Thames.

A FIRST and Final Dividend of 3s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by John Wise, of Chertsey Station and Guildford-street, both in Chertsey, in the county of Surrey, trading as W. Wise and Son, as Corn and Coal Merchant, Carman, and Contractor, and will be paid by me, at my offices, Kew-bridge, Brentford, in the county of Middlesex, on and after Thursday, the 2nd day of December, 1880, between the hours of ten and four.—Dated this 25th day of November, 1880.

RICHARD F. STRATTON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Boston.

A DIVIDEND of 6s. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of William Shepperson Cocks, of Boston, in the county of Lincoln, Glass and China Dealer, and will be paid by me, at my office, No. 8, Bridge-street, Boston aforesaid, on and after Wednesday, the 24th day of November, 1880, between the hours of ten and four o'clock.—Dated this 23rd day of November, 1880.

CHARLES LUCAS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Leicestershire, holden at Leicester.

A FIRST and Final Dividend of 1s. 4d. in the pound has been declared in the matter of a special resolution for liquidation by arrangement of the affairs of Joseph Nutt Robinson, of Market-Bosworth and Barwell, both in the county of Leicester, Butcher, and will be paid by me, at my offices, at Market-Bosworth, in the county of Leicester, on any Wednesday after the 29th day of November, 1880, between the hours of one and five o'clock.—Dated this 22nd day of November, 1880.

THO. MARSON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Northampton.

A FIRST and Final Dividend of 3s. 9d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by Isaac Powell, of No. 26, Duke-street, in the town of Northampton, Boot and Shoe Manufacturer, and will be paid by me, Thomas Ross Barnes, at No. 6, Newland, in the town of Northampton, on and after Saturday, the 4th day of December, 1880, between the hours of ten and four.—Dated this 23rd day of November, 1880.

THOMAS ROSS BARNES, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.

A FIRST Dividend of 2s. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by William Bass Thurston, of Hamstreet, in the parish of Orlestone, in the county of Kent, Grocer and Draper, and will be paid by me, at the offices of Messrs. Hallett, Greery, and Furley, of Ashford, in the county of Kent, Solicitors, on and after Saturday, the 4th day of December, 1880, between the hours of ten and four o'clock.—Dated this 25th day of November, 1880.

JAMES WAGHORN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool.

A FIRST Dividend of 6s. 6d. in the pound has been declared in the matter of proceedings for liquidation by arrangement or composition with creditors, instituted by James Trotter, of 18, King-street, Liverpool, in the county of Lancaster, and of 19, Walton-park, near Liverpool aforesaid, Provision Merchant and Ship Chandler, and will be paid by me, at my office, No. 25, Castle-street, Liverpool aforesaid, on and after Saturday, the 27th day of November, 1880, between the hours of eleven and two.—Dated this 24th day of November, 1880.

ROBERT S. BLEASE, 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 Louis Adolphus, of 74, Leadenhall-street, in the city of London, 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 the Woolten Trades

Association Limited, 57½, Coleman-street, in the city of London, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

A. E. SYDNEY, 46, Finsbury-circus, 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 Ebenezer Henry Harbott, of 145, Saint Stephen's-road, Old Ford, in the county of Middlesex, Boot and Shoe Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the British Prince, 49, Bromley-street, Commercial-road, E., on the 4th day of December, 1880, at ten o'clock in the forenoon precisely.—Dated this 16th day of November, 1880.

WALTER E. GOATLY, 152, Westminster Bridge-road, Lambeth, 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 Edwin James Tomlins, of Lingfield-road, near East Grinstead, and No. 12, Marlborough-road, Old Kent-road, both in the county of Surrey, Parchment Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. R. Chapman, Solicitor, 92, London Wall, in the city of London, on the 2nd day of December, 1880, at twelve o'clock at noon precisely.—Dated this 16th day of November, 1880.

R. C. CHAPMAN, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Henry Baldoock, of No. 450, Edgware-road, in the county of Middlesex, Grocer, Provision Dealer, and Oilman.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at No. 22, Great Marlborough-street, Regent-street, in the county of Middlesex, on the 18th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

S. B. ABRAHAMS, 22, Great Marlborough-street, 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 Stephen Henley, of 4, Warwick-road, Kensington, in the county of Middlesex, Grocer and Provision Dealer, trading as Henley Brothers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at 114, King-street, West Hammersmith, in the county of Middlesex, on the 3rd day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 16th day of November, 1880.

W. H. MARSHAL, 114, King-street West, Hammersmith, Solicitor for the said Stephen Henley.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Francis Littlewood, of No. 26, Aldermanbury, in the city of London, and of No. 1, Portland-terrace, Brook-road, Upper Clapton, in the county of Middlesex, formerly of Avenue-road, Upper Clapton aforesaid, Button 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. Boyes and Child, No. 42, Poultry, in the city of London, Public Accountants, on the 13th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

W. A. DOWNING, 10, Basinghall-street, London, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Ledru Rollin Nightingale, of No. 40, Royal-street, Lambeth, in the county of Surrey, Clerk in the General Post Office.

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. 2, Guildhall-

No. 24906.

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chambers, Basinghall-street, in the city of London, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

JOHN J. PEDDELL, 2, Guildhall-chambers, Basinghall-street, London, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Colls, of the Bell Hotel, Addle-hill, in the city of London, and Linden-gardens, Bayswater, and Pembroke-mews, Earl's Court-road, both in the county of Middlesex, Builder and Licensed Victualler, and lately carrying on business in copartnership with George Stevens, under the style of Stevens and Colls, at Harrington-road and Lexham-road, South Kensington, and Pembroke-mews, Earl's Court-road 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 Bell Hotel, Addle-hill, in the city of London, on the 17th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 20th day of November, 1880.

TRAVERS SMITH and BRAITHWAITE, 25, Throgmorton-street, City, Solicitors for the said George Colls.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Jessie Pryor, of No. 36, Canterbury-road, Kilburn, in the county of Middlesex, Grocer and Provision Dealer, Spinster.

NOTICE 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 Hanson, 13 and 14, King-street, Cheapside, in the city of London, on the 7th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1880.

JOHN PATTENDEN BIGGENDEN, Solicitor for the said Jessie Pryor.

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 Harbert, of No. 2, Dalryell-road, Stockwell, in the county of Surrey, and of No. 29, Hubbard-street, West Ham, in the county of Essex, 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 Cannon-street Hotel, Cannon-street, in the city of London, on the 16th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

BADHAM and WILLIAMS, of 3, Salter's Hall-court, Cannon-street, in the city of 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 John Robert Clarke, of 25, Liverpool-street, Walworth, and No. 31, Grosvenor-park, Camberwell, both in the county of Surrey, Stick and Tunbridge Ware Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Conrad Arthur Mitchell and Co., No. 32, Theobald's-road, Gray's-inn, in the county of Middlesex, Accountants, on the 7th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 15th day of November, 1880.

JNO. R. CLARKE, 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 Hans Scharien, of No. 3, Gloucester-terrace, Onslow-gardens, South Kensington, and of Holland Park-gardens, Addison-road, Kensington, both in the county of Middlesex, Builder and Decorator.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Inns of Court Hotel, Nos. 269 and 270, High Holborn, in the county of Middlesex, on the 9th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 12th day of November, 1880.

W. H. HUDSON, 1, Farnival's-inn, London, E.C., Solicitor for the said Hans Scharien.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Eric Alaric Thomee**, of 7, Cambridge-villas, Notting Hill, in the county of Middlesex, not out of business, but formerly carrying on business as a Timber Merchant; in partnership with **Tatton Russell Groves** and **Valentine Smedley Hervey**, at 54½, Bishopsgate-street Within, in the city of London, under the style or firm of **T. R. Groves 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 Guildhall Tavern, Gresham-street, in the city of London, on the 14th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

INGLE, COOPER, and HOLMES, 20, Thread needle-street, E.C., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Harry Richard Heather**, of No. 2, Waterford-road, Walham Green and **William Henry Rawkins**, of No. 64, Barclay-road, Walham Green, both in the county of Middlesex, trading in copartnership at No. 5, Salem-place, Walham Green aforesaid, under the style or firm of **Heather and Rawkins, Wine, Spirit, and Beer Merchants.**

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at No. 35, Bruton-street, Bond-street, in the county of Middlesex, on the 7th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 8th day of November, 1880.

J. HENRY JONAS, 35, Bruton-street, Bond-street London, W., Solicitor for the said Debtors.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Harry Richard Heather**, of No. 2, Waterford-road, Walham Green, and **William Henry Rawkins**, of No. 64, Barclay-road, Walham Green, both in the county of Middlesex, trading in copartnership at No. 5, Salem-place, Walham Green aforesaid, under the style or firm of **Heather and Rawkins, Wine, Spirit, and Beer Merchants.**

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named **Harry Richard Heather** has been summoned to be held at No. 35, Bruton-street, Bond-street, in the county of Middlesex, on the 7th day of December, 1880, at half-past two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

J. HENRY JONAS, 35, Bruton-street, Bond-street London, W., 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 **George Makins**, of No. 34, Clarence-street, Islington, and of No. 2, Lambton-villas, Hornsey Rise, both in the county of Middlesex, Watch Case Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of **James Henry Crump**, of 20, Budge-row, Cannon-street, in the city of London, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

JAS. H. CRUMP, 20, Budge-row, Cannon-street, E.C., Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Charles King**, of 2, Compton-mews, Canonbury-road, Islington, in the county of Middlesex, Cab Proprietor.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 40, Southampton-buildings, Holborn, in the county of Middlesex, on the 16th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

S. T. COOPER, 88, Chancery-lane, London, 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 **David Lewis**, of Porthyrhyd Shop, Porthyrhyd, in the parish of Llanddarog, in the county of Carmarthen, Draper, Grocer, and 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 office of **Mr. W. Morgan Griffiths**, Solicitor, St. Mary-street, Carmarthen, in the county of the borough of Carmarthen, on the 7th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

W. MORGAN GRIFFITHS, of St. Mary-street, Carmarthen, 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 **Alfred Knight**, of Church-street and of Park-avenue, both in Oswestry, in the county of Salop, Professor of Music, Music Seller, and Dealer in Musical Instruments.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at **Anderton's Hotel**, No. 163, Fleet-street, in the city of London, on the 13th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1880.

LONGUEVILLE, JONES, and WILLIAMS, of Oswestry, Solicitors for the said Alfred Knight.

The Bankruptcy Act, 1869.

In the County Court of Glamorganshire, holden at Neath.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Alfred Thomas Jones**, of the Gladstone Tea Exchange, Neath, in the county of Glamorgan, Grocer and Baker.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of **Mr. John Taliesin Davies**, situate at Alma-place, Neath, in the county of Glamorgan, on the 7th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

JNO. TALIESIN DAVIES, Alma-place, Neath, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **William Fitch**, of Earith, in the county of Huntingdon, 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 **George Samuel Hall**, Solicitor, Market-place, Ely, on the 13th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

GEO. SAM. HALL, Market-place, Ely, Solicitor for the said William Fitch.

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 **John Hilton Meanwell**, of Coningsby, in the county of Lincoln, Grocer and Tea Dealer, Draper, Tailor, Milliner, and Hosier, trading as **E. S. Meanwell.**

NOTICE 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**, Boston, in the county of Lincoln, on the 7th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 16th day of November, 1880.

CLITHEROW and ELSEY, Horncastle, Solicitors for the said John Hilton Meanwell.

The Bankruptcy Act, 1869.

In the County Court of Cambridgeshire, holden at Cambridge.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by **Charles Wallis Wallis**, of Haslingfield, in the county of Cambridge, 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. 9, Bene't-street, Cambridge, on the 13th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

JOHN F. SYMONDS, 9, Bene't-street, Cambridge, Solicitor for the said Charles Wallis Wallis.

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 Fielden, carrying on business at No. 120, Oxford-street, Manchester, and at No. 25, Gilda Brook-road, Eccles, both in the county of Lancaster, as a Brush and General Fancy Dealer, and Cooper, and also residing at No. 120, Oxford-street 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. Simpson and Hockin, situate No. 9, Mount-street, Albert-square, in the city of Manchester, on the 3rd day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1880.

SIMPSON and HOCKIN, 9, Mount-street, Albert-square, 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 John Barnes, of No. 399, Collyhurst-road, Manchester, in the county of Lancaster, and John Buckley, of No. 16, Hall's-crescent, Rochdale-road, Manchester aforesaid, trading together in copartnership at Roe-street Mill, Roe-street, Livesey-street, Oldham-road, Manchester aforesaid, under the style or firm of Barnes and Buckley, as Cotton Waste Dealers and Engine Cleaning Waste Manufacturers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at No. 86, Cross-street, Manchester, in the county of Lancaster, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

PEACOCK and GRACIE, 86, Cross-street, Manchester, Solicitors for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Smith, of Nos. 77 and 79, York-street, Heywood, in the county of Lancaster, Chemist and Druggist.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Wheatshaf Hotel, Fennel-street, Manchester, on the 13th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

P. and J. WATSON, of 9, Broad-street, Bury, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Bolton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Edge, of No. 33, Bolton New-road, Atherton, in the county of Lancaster, Screw Bolt, and Nail Manufacturer, and formerly of the Park-street Bolt Works, in Atherton 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 No. 9, Mawdsley-street, Bolton, in the county of Lancaster, on the 3rd day of December, 1880, at half-past eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1880.

JOS. TYAS COOPER, 9, Mawdsley-street, Bolton, 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 John Wilson, of 20, Platt-street, Moss Side, Manchester, in the county of Lancaster, formerly of 9, Mercer-street, Hulme, Manchester aforesaid, Warehouse Salesman.

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. William Burton, 26, King-street, Manchester, on the 30th day of November, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

WILLIAM BURTON, 26, King-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 Sarah Sidebotham, of No. 163, Great Ducie-street, Strangeways, Manchester, in the county of Lancaster, Beerhouse and Restaurant Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of the undersigned,

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Messrs. Peacock and Gracie, No. 86, Cross-street, Manchester, in the county of Lancaster, on the 13th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

PEACOCK and GRACIE, 86, Cross-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 Joseph Taylor, of No. 205, Ordsall-lane and No. 40, West Park-street, both in Salford, in the county of Lancaster, Grocer and Confectioner, and residing at No. 40, West Park-street 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. Addleshaw and Warburton, Solicitors, No. 15, Norfolk-street, in the city of Manchester, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

ADDLESHAW and WARBURTON, 15, Norfolk-street, Manchester, Solicitors for the said Joseph Taylor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Ferguson, of 94, Wigan-lane, Wigan, in the county of Lancaster, 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. John Wall, Solicitor, Clarence-chambers, Wallgate, Wigan aforesaid, on the 13th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

JOHN WALL, Clarence-chambers, Wallgate, Wigan, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Ashall, late of Warrington-road, Lower Ince-within-Mackerfield, near Wigan, in the county of Lancaster, Shopkeeper and Miner, but now of No. 25, Upper Morris-street, in Wigan 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. Frederick Wood, Solicitor, King's-chambers, 29, King-street, Wigan aforesaid, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

FRED. WOOD, of King's-chambers, No. 29, King-street, in Wigan aforesaid, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Christopher Jacques, of Knott Lanes Colliery, Bardaley, in the parish of Ashton-under-Lyne, in the county of Lancaster, Colliery Proprietor, and residing at Oaken Clough, Limehurst, in the parish of Ashton-under-Lyne 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. Lord and Son, Solicitors, 210, Stamford-street, Ashton-under-Lyne aforesaid, on the 13th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

LORD and SON, 210, Stamford-street, Ashton-under-Lyne, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Philemon Willis, of Fitzroy-street, Bycroft, Ashton-under-Lyne, in the county of Lancaster, Joiner and Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the King's Arms Hotel, Spring-gardens, Manchester, on the 14th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

JNO. CLAYTON, Warrington-street, Ashton-under-Lyne, 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 Frederick Morton Jones, of 278, Derby-road, Bootle, in the county of Lancaster, Printer and Stationer, trading under the style or firm of F. M. Jones and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Raymond Steinforth, Solicitor, of 4, York-buildings, 14, Dale-street, Liverpool, in the county of Lancaster, on the 8th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

R. STEINFORTH, 4, York-buildings, 14, Dale-street, Liverpool, 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 James Pemberton, of Grappenhall, in the county of Chester, Carter 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 office of Messrs. Joseph Davies, Voisey, and Davies, Bewsey-chambers, Bewsey-street, Warrington, in the county of Lancaster, Chartered Accountants, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

BROOK and DAVIES, Lyme-street, Warrington, Solicitors for the said James Pemberton.

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 Lancelot Hindson, of 14, Albert-street, Warton, near Carnforth, in the county of Lancaster, Grocer 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 Board Room, Market-place, Kendal, on the 18th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1880.

C. G. THOMSON and WILSON, Finkle-street, Kendal, Solicitors 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 Bowman, of Cross Hill, Forton, in the parish of Garstang, in the county of Lancaster, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Johnson and Tilly, Solicitors, Sun-street, Lancaster, in the county of Lancaster, on the 9th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

JOHNSON and TILLY, Sun-street, Lancaster, Solicitors for the said John Bowman.

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 Joshua Porter, trading under the style or firm of J. Porter and Co., of 4, Stanley-street, Preston, in the county of Lancaster, Furniture Broker and Sewing Machine 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 County Court offices, Winckley-street, Preston aforesaid, on the 8th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1880.

JAS. CLARKE, 8, Winckley-street, Preston, Solicitor for the said Joshua Porter.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Burnley. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Frederick Hibbert, of Denton House, Webster's-buildings, Burnley-road, Padiham, in the county of Lancaster, Mercer 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 Mitre Hotel, Cathedral-yard, Manchester, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

JAS. HODGSON, 4, Grimshaw-street, Burnley, Solicitor for the said Frederick Hibbert.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Wigan. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Ball, of the Belle Vue Inn, Woodhouse-lane, in the county of Lancaster, Licensed Victualler, and also carrying on business as a Sand Dealer, in copartnership with one James Bradshaw, at Walthew House-lane, Pemberton, in the said county.

NOTICE 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 Wilson, Solicitor, 23, King-street, in Wigan aforesaid, on the 9th day of December, 1880, at half-past ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

JAMES WILSON, 23, King-street, Wigan, 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 William Town, late of 25, New-bank, Halifax; in the county of York, Grocer, but now of Foundry-street, Halifax aforesaid, out of business.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. William Henry Boocock, Solicitor, Silver-street, Halifax, in the county of York, on the 8th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

WM. H. BOOCOCK, Silver-street, Halifax, 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 Levi Gaskell, of Brinton-terrace, Halifax, in the county of York, Beerhouse Keeper and Machine Packing 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 Mr. William Henry Boocock, Solicitor, Silver-street, Halifax, in the county of York, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

WM. H. BOOCOCK, Silver-street, Halifax, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Wakefield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Hemingway, of Columbia Mills, Brunswick-street, Primrose Hill, and of Warren-terrace, Wakefield, in the county of York, carrying on business as a Flock Manufacturer, under the style or firm of J. Hemingway 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. Marsden, Williams, and Co., situate in Westgate, Wakefield, in the county of York, on the 9th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

MARSDEN, WILLIAMS, and CO., Solicitors for the said Joseph Hemingway.

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 Frederick William White, of the Vicarage, Crowle, in the county of Lincoln, Clerk in Holy Orders.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Angel Inn, Doncaster, in the county of York, on the 8th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

ARNOLD E. WILLIAMS and GRAHAM, the Vestry House, Laurence Pountney-hill, Cannon-street, London, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Johnson, of the Farm, Wincobank, near Sheffield, in the county of York, Joiner and Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Younge, Wilson, Nixon, and Hughes, No. 12, East-parade, Sheffield, in the county of York, on the 14th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

YOUNGE, WILSON, and CO., Sheffield, Solicitors 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 Abraham Smith and Joseph Smith, of Piccadilly, in Bradford, in the county of York, Wholesale Grocers and Provision Merchants, trading under the firm of Smith Brothers.

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 Queen's Hotel, situate in Wellington-street, Leeds, in the county of York, on the 8th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1880.

JAS. G. HUTCHINSON, 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 Jasper Rushforth, of No. 2, Grosvenor-terrace, Manningham, in the parish of Bradford, in the county of York, carrying on business at Snowden-street, Bradford aforesaid, as a Timber Merchant and Wood 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 the offices of Messrs. Killick, Hutton, and Vint, Solicitors, Commercial Bank-buildings, Bradford aforesaid, on the 8th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1880.

KILLICK, HUTTON, and VINT, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Barrett, of Nos. 56, 58, and 60, Bridge-street, Bradford, in the county of York, Furniture Broker, residing in Brighton-terrace, Thackley, in the parish of Calverley, in the said county.

NOTICE 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. Rawson, George, and Wade, Solicitors, 8, Piccadilly, Bradford, in the county of York, on the 10th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1880.

RAWSON, GEORGE, and WADE, 8, Piccadilly, Bradford, Solicitors for the said John Barrett.

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 Holt, of No. 454, Horton-lane, Bradford, in the county of York, Agent for the Prudential Life Assurance Company, Keeper of Trinity Chapel, Horton-lane, formerly Grocer and Beer-seller.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at my offices, No. 5, Bank-street, Bradford, in the county of York, on the 8th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1880.

C. B. COTTAM, No. 5, Bank-street, 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 Baker, of Hunmanby, in the East Riding of 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 Mr. W. B. Richardson, No. 7, Queen-street, in Scarborough, in the said county of York, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

W. BENSON RICHARDSON, 7, Queen-street, Scarborough, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Riley, of Eastborough, in Dewsbury, in the county of York, late Greengrocer, 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 White Lion Inn, Market-place, Dewsbury, on the 9th day of December, 1880, at ten o'clock in the forenoon precisely.—Dated this 24th day of November, 1880.

WILLIAM SYKES, Heckmondwike, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Dewsbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Martha Ann Thorp, of High-street, in Heckmondwike, in the county of York, Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Ridgway and Ridgway, Solicitors, situate at No. 1, Wellington-street, in Batley, in the county of York, on the 7th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1880.

RIDGWAY and RIDGWAY, Solicitors for the said Martha Ann Thorp.

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 Thomas Benjamin Granger, of No. 4, the Covered Market and No. 6, Kirkgate, both in Leeds, in the county of York, Hatter.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Lowrey, of South-parade, Leeds aforesaid, Accountant, on the 8th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

HOPPS and BEDFORD, 4, Bank-street, Leeds, Solicitors 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 Thomas Crampton, of Institution-street, Woodhouse, Leeds, in the county of York, 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 Rooms of the Leeds Law Institution, 1A, Albion-place, Leeds, on the 14th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

DUNNING and KAY, 4, Butt's-court, Leeds, Solicitors 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 Joe Thomas Lawton, of Red Cow Bottom, Marsden, in the parish of Almondbury, in the county of York, Joiner and Builder, formerly carrying on business in copartnership with France Lawton at the same place, under the style or firm of T. Lawton and Sons.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, Victoria-chambers, Queen-street, Huddersfield, on the 9th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1880.

ROBT. WELSH, Victoria-chambers, Queen-street, Huddersfield, 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 John Morley, of Lower Cumberworth, near Huddersfield, in the county of York, Spinner.

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, 28, John William-street, Huddersfield, in the county of York, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1880.

S. S. BOOTH, Holmfirth, Solicitor for the said John Morley.

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 Ann Read Smith, of the Limes, Sutton-on-Hull, in the county of York, Spinster.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of William Wilkinson Benson, situate 13, Postergate, in the borough of Kingston-upon-Hull, Accountant, on the 18th day of December, 1880, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

A. A. WATTS, Market-place, Romford, Essex, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Pearson, of Carlton, in the parish of Snaith, in the county of York, Grocer 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 Cross Keys Hotel, Queen-street, Hull, on the 19th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

E. and T. CLARK, Solicitors for the said John Pearson.

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 Richard Helm, of Barwick-in-Elmet, in the county of York, Publican 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 Law Institution, No. 1A, Albion-place, Leeds, in the county of York, on the 7th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

ARTHUR BILLINTON, 1, Bond-place, Leeds, Solicitor for the said Richard Helm.

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 Hannah Firo, of Wistow Common, in the parish of Wistow, near Selby, in the county of York, 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 Londesborough Arms Hotel, in Selby aforesaid, on the 8th day of December, 1880, at half-past three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

FORD and WARREN, 25, Albion-street, Leeds, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Yeovil.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Frampton, of Ilchester, in the county of Somerset, General-shop Keeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Watts, Solicitors, in Yeovil, in the county of Somerset, on the 4th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 17th day of November, 1880.

H. S. and S. WATTS, Yeovil, Somerset, Solicitors for the said William Frampton.

The Bankruptcy Act, 1869.

In the County Court of Somersetshire, holden at Bath.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Susan Jones, of No. 9, Fountain-buildings, in the city of Bath, Spinster, Wine and Spirit Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at our offices, No. 6, Northumberland-buildings, in the city of Bath, on the 8th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

BARTNUM and BARTLETT, 6, Northumberland-buildings, Bath, Solicitors for the 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 Ellen Mary Thorne, Spinster, of No. 17, East Reach, Taunton, in the county of Somerset, 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 Grand Hotel, Broad-street, Bristol, on the 10th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1880.

GEORGE H. KITE, 1, East-street, Taunton, Solicitor for the said Ellen Mary Thorne.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Esther Scrutton, Harry Osborn Scrutton, and Frederick Scrutton, of Great Clacton, and Clacton-on-Sea, both in the county of Essex, Butchers, trading as Scrutton and Sons.

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 Royal Hotel, Clacton-on-Sea, in

the county of Essex, on the 16th day of December, 1880, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

E. THOMPSON SMITH, North Hill, Colchester, Solicitor for the said Debtors.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Esther Scrutton, Harry Osborn Scrutton, and Frederick Scrutton, of Great Clacton and Clacton-on-Sea, both in the county of Essex, Butchers, trading as Scrutton and Sons.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Esther Scrutton has been summoned to be held at the Royal Hotel, Clacton-on-Sea, in the county of Essex, on the 16th day of December, 1880, at half-past two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

E. THOMPSON SMITH, North Hill, Colchester, Solicitor for the said Esther Scrutton.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Esther Scrutton, Harry Osborn Scrutton, and Frederick Scrutton, of Great Clacton and Clacton-on-Sea, both in the county of Essex, Butchers, trading as Scrutton and Sons.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Harry Osborn Scrutton has been summoned to be held at the Royal Hotel, Clacton-on-Sea, in the county of Essex, on the 16th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

E. THOMPSON SMITH, North Hill, Colchester, Solicitor for the said Harry Osborn Scrutton.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Esther Scrutton, Harry Osborn Scrutton, and Frederick Scrutton, of Great Clacton and Clacton-on-Sea, both in the county of Essex, Butchers, trading as Scrutton and Sons.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Frederick Scrutton has been summoned to be held at the Royal Hotel, Clacton-on-Sea, in the county of Essex, on the 16th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

E. THOMPSON SMITH, North Hill, Colchester, Solicitor for the said Frederick Scrutton.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Isaac Baker Marsh, of Le Herst Farm, Toppesfield, in the county of Essex, Farmer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Rose and Crown Hotel, in Sudbury, in the county of Suffolk, on the 10th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1880.

ISAAC B. MARSH, 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 Henry Warman, of Thetford, in the county of Norfolk, formerly an Ironmonger, but now out of business.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Alfred Kent, of St. Andrew's Hall Plain, in the city of Norwich, on the 6th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1880.

ALFRED KENT, St. Andrew's Hall Plain, Norwich, Solicitor 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 George Warner, of No. 12, Victoria-street, in the parish of Saint Mark's, Lakenham, in the county of the city of Norwich, Commission and Insurance 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 Meers, Bavin and Daynes, No. 11, Exchange-street, in the city of Norwich, on the 9th day of December, 1880, at one o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

BAVIN and DAYNES, 11, Exchange-street, Norwich, Solicitors 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 Edward Swift, of No. 74, Windmill-street, Mitton-next-Gravesend, in the county of Kent, Stonemason.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at 52, High-street, Rochester, Kent, on the 30th day of November, 1880, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1880.

FRED. MITCHELL, 49, Windmill-street, Gravesend, Solicitor for the said Edward Swift.

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 Bonnett, of 3, Cheapside, Sittingbourne, in the county of Kent, Builder and General Dealer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Frederic George Gibson, High-street, Sittingbourne, Kent, on the 30th day of November, 1880, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

FRED. GEO. GIBSON, High-street, Sittingbourne, Solicitor for the 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 Richard Edward Shorey, of Sundridge, in the county of Kent, Butcher.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Railway Tavern, Sevenoaks, in the county of Kent, on the 6th day of December, 1880, at half-past ten o'clock in the forenoon precisely.—Dated this 19th day of November, 1880.

GEO. PALMER, Tonbridge, Kent, Solicitor for the said Richard Edward Shorey.

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 Arthur Noakes, of Pullen's Farm, in the parish of Horamonden, in the county of Kent, Farmer.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at the Royal Kentish Hotel (Commercial Department, High-street entrance), Tunbridge Wells aforesaid, on the 3rd day of December, 1880, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1880.

ANDREW and CHEALE, 1, Calverley Mount, Tunbridge Wells, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Sutton, of Silk's Farm, Withersdane, in the parish of Wye, in the county of Kent, 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 Saracen's Head Hotel, Ashford, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

GEO. COLLARD, 5, Castle-street, Canterbury, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Wiltshire, holden at Salisbury.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Read, of the Star Inn, Shaftesbury, in the county of Dorset, Innkeeper and Builder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Rutter, Solicitor, Bell-street, Shaftesbury, on the 11th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 17th day of November, 1880.

JOHN K. RUTTER, Mere, Wilts, Solicitor for the said George Read.

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 Edward Ernest Bowly, of Siddington, in the county of Gloucester, Horse Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Queen's Hotel, Swindon Station

Swindon, in the county of Wilts, on the 10th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

PHILLIPS, ELLIOTT, and CO., Cirencester, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Henry Luke Humphreys, of Saint Mark's-road, Hanwell, in the county of Middlesex, Builder, Plumber, Gasfitter, Painter, and Glazier.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Inns of Court Hotel, Holborn, in the county of Middlesex, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

BARTLEY and JAMES, 30, Somerset-street, Portman-square, W., Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Wallwin, of Pilsley, in the parish of North Wingfield, in the county of Derby, Grocer, Draper, Provision Dealer, Wholesale and Retail Dealer in Beer 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 Angel Hotel, Chesterfield, in the county of Derby, on the 13th day of December, 1880, at half-past eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1880.

THURMAN and SLACK, Ilkeston, Solicitors for the said William Wallwin.

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 Harriett Evans, of Nos. 11, 12, 13, and 14, Jury-street and 5, Lower Saint Mary's-gate, Derby, in the county of Derby, 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. J. and H. F. Gadsby, 15, Tenant-street, Derby, on the 8th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

J. and H. F. GADSBY, 15, Tenant-street, Derby, Solicitors for the said Harriett Evans.

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 Joseph Mullings, of Albion-street, Dunstable, in the county of Bedford, Straw 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 Messrs. Benning and Son's offices, Dunstable aforesaid, on the 9th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1880.

BENNING and SON, Dunstable, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Winchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Roe, of Sutton Scotney, in the county of Hants, Carpenter and 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. Adams and Co., Jewry-street, Winchester aforesaid, on the 6th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

ADA & CO., Winchester, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Hampshire, holden at Winchester.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George James Bruce, of the city of Winchester, in the county of Southampton, Cabinet Maker and Upholsterer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Messrs. Drake, Driver, and Leaver's Office, No. 13, New Bridge-street, Blackfriars, in the city of London, on the 15th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

BEST and SCOTNEY, Solicitors for the said George James Bruce.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Hands, of Ventnor Villa, Frederick-road, Aston Park, Birmingham, in the county of Warwick, Thomas Tyler Powell, of Worcester-road, Stourport, in the county of Worcester, James Turner, of No. 23, Heath-street, Balsall Heath, in the said county of Worcester, and John Potter, of No. 36, Brearley-street, Birmingham aforesaid, trading together in copartnership under the style or firm of J. H. Hands and Co., of No. 76, Bagot-street, Birmingham aforesaid, and back of No. 45, Coleshill-street, Birmingham aforesaid, Lamp and Chandelier Manufacturers.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the Great Western Hotel, Snow-hill, Birmingham, in the county of Warwick, on the 8th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1880.

MILLER CORBET and CO., Baxter-chambers, No. 27, Church-street, Kidderminster, 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 John Henry Hands, of Ventnor Villa, Frederick-road, Aston Park, Birmingham, in the county of Warwick, Thomas Tyler Powell, of Worcester-road, Stourport, in the county of Worcester, James Turner, of No. 23, Heath-street, Balsall Heath, in the said county of Worcester, and John Potter, of No. 36, Brearley-street, Birmingham aforesaid, trading together in copartnership under the style or firm of J. H. Hands and Co., of No. 76, Bagot-street, Birmingham aforesaid, and back of No. 45, Coleshill-street, Birmingham aforesaid, Lamp and Chandelier Manufacturers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Thomas Tyler Powell, has been summoned to be held at the Great Western Hotel, Snow-hill, Birmingham, in the county of Warwick, on the 8th day of December, 1880, at four o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

MILLER CORBET and CO., Baxter-chambers No. 27, Church-street, Kidderminster, Solicitors for the said Thomas Tyler Powell.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Hands, of Ventnor Villa, Frederick-road, Aston Park, Birmingham, in the county of Warwick, Thomas Tyler Powell, of Worcester-road, Stourport, in the county of Worcester, James Turner, of No. 23, Heath-street, Balsall Heath, in the said county of Worcester, and John Potter, of No. 36, Brearley-street, Birmingham aforesaid, trading together in copartnership under the style or firm of J. H. Hands and Co., of No. 76, Bagot-street, Birmingham aforesaid, and back of No. 45, Coleshill-street, Birmingham aforesaid, Lamp and Chandelier Manufacturers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named James Turner has been summoned to be held at the Great Western Hotel, Snow-hill, Birmingham, in the county of Warwick, on the 8th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

MILLER CORBET and CO., Baxter-chambers, No. 27, Church-street, Kidderminster, Solicitors for the said James Turner.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Henry Hands, of Ventnor Villa, Frederick-road, Aston Park, Birmingham, in the county of Warwick, Thomas Tyler Powell, of Worcester-road, Stourport, in the county of Worcester, James Turner, of No. 23, Heath-street, Balsall Heath, in the said county of Worcester, and John Potter, of No. 36, Brearley-street, Birmingham aforesaid, trading together in copartnership under the style or firm of J. H. Hands and Co., of No. 76, Bagot-street, Birmingham aforesaid, and back of No. 45, Coleshill-street, Birmingham aforesaid, Lamp and Chandelier Manufacturers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named John Potter has been summoned to be held at the Great Western

Hotel, Snow-hill, Birmingham, in the county of Warwick, on the 8th day of December, 1880, at half-past three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

MILLER CORBET and CO., Baxter-chambers, No. 27, Church-street, Kidderminster, Solicitors for the said John Potter.

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 Charles John Walker and Alexander Geary McKenzie the younger, of 67, Weaman-street, Birmingham, in the county of Warwick, trading in copartnership as Merchants, under the style of Walker and McKenzie, the said Charles John Walker residing at 91, Stamford-road, Handsworth, in the county of Stafford, and the said Alexander Geary McKenzie the younger residing at 89, Stamford-road aforesaid.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named persons has been summoned to be held at the offices of Messrs. Beale, Marigold, and Co., 30, Waterloo-street, Birmingham, Solicitors, on the 13th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1880.

BEALE, MARIGOLD, and CO., 30, 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 Charles John Walker and Alexander Geary McKenzie the younger, of 67, Weaman-street, Birmingham, in the county of Warwick, trading in copartnership as Merchants, under the style of Walker and McKenzie, the said Charles John Walker residing at 91, Stamford-road, Handsworth, in the county of Stafford, and the said Alexander Geary McKenzie the younger residing at 89, Stamford-road aforesaid.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Charles John Walker has been summoned to be held at the offices of Messrs. Beale, Marigold, and Co., 30, Waterloo-street, Birmingham, Solicitors, on the 13th day of December, 1880, at half-past twelve o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

BEALE, MARIGOLD, and CO., 30, 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 John Smart, residing at No. 188, Lee Bank-road, Edgbaston, near Birmingham, in the county of Warwick, and carrying on business at the Falcon Foundry, Clissold-street, Birmingham aforesaid, as an Ironfounder.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Edwin Jaques, of Temple-chambers, No. 18, Temple-row, Birmingham, Solicitor, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

EDWIN JAQUES, 18, Temple-row, 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 Frederick Osman, late of Mount Pleasant-buildings, Stirehley-street, King's Norton, in the county of Worcester, Grocer and Out-door Beer Retailer, now residing at Ivy-road, Stirehley-street 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 Mr. Edwin Docker, of Imperial-chambers, Colmore-row, Birmingham, in the county of Warwick, on the 9th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1880.

EDWIN DOCKER, Solicitor for the said Frederick Osman.

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 Frederick William Dytch, of No. 14, Cox-street West, Balsall Heath, Birmingham, in the county of Warwick, out of business, and late of Conover, in the county of Salop, Gardener and Market Gardener.

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. Scott and Horton, Solicitors, New-road, Bromsgrove, in the county of Worcester, on the 16th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

SCOTT and HORTON, Solicitors 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 John Henry Hands, of Ventnor Villa, Frederick-road, Aston Park, Birmingham, in the county of Warwick, Lamp Manufacturer and Tanner.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Great Western Hotel, Snow-hill, Birmingham, in the county of Warwick, on the 8th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

MILLER CORBET and CO., Baxter-chambers, No. 27, Church-street, Kidderminster, Solicitors for the said John Henry Hands.

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 Montague Charles Heale, residing at Greenhill-road, Moseley, in the county of Worcester, and carrying on business at No. 11, Bennett's-hill, Birmingham, in the county of Warwick, as a Tailor.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Edwin Jaques, of Temple-chambers, 18, Temple-row, Birmingham, Solicitor, on the 7th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1880.

EDWIN JAQUES, 18, Temple-row, 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 Shadrach Williams, of 42, Upper Thomas-street, Aston, near Birmingham, in the county of Warwick, Brass and Iron Founder.

NOTICE 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 Edwin Jaques of Temple-chambers, No. 18, Temple-row, Birmingham, Solicitor, on the 8th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

EDWIN JAQUES, 18, Temple-row, Birmingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Bonckley, of No. 41, Barford-street South, Birmingham, in the county of Warwick, Baker 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 offices of Robert Jeffrey Parr, No. 77, Colmore-row, Birmingham, in the county of Warwick, Solicitor, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

R. JEFFERY PARR, 77, Colmore-row, Birmingham, Solicitor for the said Debtor.

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 Henry Bridgeman, of Shute, in the county of Devon, Blacksmith.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Colcombe Castle Hotel, Colyton,

in the county of Devon, on the 15th day of December, 1880, at four o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

E. H. WILTON, Colyton, Devon, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Devonshire, holden at East Stonehouse.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Ebenezer Edwin Lucas, of the Royal Navy, Chief Engineer of Her Majesty's ship Espiègle, stationed at Devonport, in the county of Devon.

NOTICE 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 Graves, Solicitor, 22, St. Aubyn-street, Devonport, on the 11th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1880.

JOHN GRAVES, of 22, St. Aubyn-street, Devonport, Solicitor for the said Debtor.

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 Henry May, of No. 165, Fore-street, in the city of Exeter, Toy and Fancy 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 Craven Hotel, Craven-street, Strand, London, on the 16th day of December, 1880, at half-past three o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

B. J. FORD, 25, Southernhay, Exeter, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Oldbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William York, residing at Bristolall-terrace, Rood End, Oldbury, in the county of Worcester, and Zachariah York, residing at Whyley-street, Langley, Oldbury aforesaid, trading together in copartnership at Spring-street, Langley, Oldbury aforesaid, as Builders and Contractors, under the style or firm of York Brothers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named William York has been summoned to be held at the offices of Mr. William Shakespeare, 55, Church-street, Oldbury, in the county of Worcester, on the 10th day of December, 1880, at half-past eleven o'clock in the forenoon precisely.—Dated this 15th day of November, 1880.

WM. SHAKESPEARE, Church-street, Oldbury, near Birmingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Oldbury,

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William York, residing at Bristolall-terrace, Rood End, Oldbury, in the county of Worcester, and Zachariah York, residing at Whyley-street, Langley, Oldbury aforesaid, trading together in copartnership at Spring-street, Langley, Oldbury aforesaid, as Builders and Contractors, under the style or firm of York Brothers.

NOTICE is hereby given, that a First General Meeting of the separate creditors of the above-named Zachariah York, has been summoned to be held at the offices of Mr. William Shakespeare, 55, Church-street, Oldbury, in the county of Worcester, on the 10th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 15th day of November, 1880.

WM. SHAKESPEARE, Church-street, Oldbury, near Birmingham, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Oldbury.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Ransford, late of Croft-street, but now of Billhay-street, West Bromwich, in the county of Stafford, Grocer and General Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Messrs. Jackson and Sharpe, Solicitors, situate in High-street, West Bromwich, in the county of Stafford, on the 9th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

JACKSON and SHARPE, High-street, West Bromwich, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Itcheson Fraser, of 45, Bradford-street and of Bradford-lane, both in Walsall, in the county of Stafford, Saddler and Harness Maker, trading as Fraser and Co.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the George Hotel, Walsall, in the county of Stafford, on the 9th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1880.

FREDRIC BILL, 5, Bridge-street, Walsall, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Edward Simmons, formerly of 7, Church-street, Darlaston, but now of 116, Wednesbury-road, Walsall, both in the county of Stafford, Grocer, Tea Dealer, Provision Merchant, and Wine, Spirit, and Ale 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 George Hotel, Walsall, in the county of Stafford, on the 8th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1880.

FREDRIC BILL, 5, Bridge-street, Walsall, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Walsall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Pugh, of Chester-road, Brownhills, in the county of Stafford, 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 the Stork Hotel, Lichfield-street, Walsall, on the 10th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

WALTER WILSON, 191, Station-street, Burton-on-Trent, Solicitor for the said Richard Pugh.

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 Alfred John Leak, of Marsh-street, Hanley, in the county of Stafford, Potters' 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 offices of Mr. William James John Walley Heath, No. 14, Cheapside, Hanley, in the county of Stafford, on the 8th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

W. J. J. W. HEATH, 14, Cheapside, Hanley, Staffordshire, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Hanley, Burslem, and Tunstall. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Willatt, of Nettle Bank, Smallthorne, in the county of Stafford, Grocer and Wholesale Beer Dealer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Queen's-chambers, Liverpool-road, Burslem, in the county of Stafford, on the 9th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1880.

F. M. JULIAN, Queen's-chambers, Liverpool-road, Burslem, Solicitor for the said William Willatt.

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 Walter Torbit, of Market-square, Tunstall, in the county of Stafford, 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 offices of Llewellyn and Ackrill, Piccadilly-street, Tunstall aforesaid, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

LLEWELLYN and ACKRILL, Tunstall, Staffordshire, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Stoke-upon-Trent and Longton. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Yoxall, of High-street West, Fenton, in the county of Stafford, Publican.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Copeland Arms Hotel, Stoke-upon-Trent, in the said county of Stafford, on the 4th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 19th day of November, 1880.

WILL BAGNALL, Stoke-upon-Trent, 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 James Harrison, formerly of the Cottage, Belgrave, in the county of Leicester, Horse Dealer, but now of Shirley-street, in the same place, out of business.

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 the Trade Protection Society, 4, New-street, Leicester, in the county of Leicester, on the 4th day of December, 1880, at half-past twelve o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

WM. FALLOWS, 40, Cherry-street, Birmingham, 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 George Gee Johnson, of No. 12, Campbell-street, Leicester, in the county of Leicester, Corn Factor and Provision Merchant.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at my offices, situate at No. 7, Belvoir-street, Leicester, in the county of Leicester, on the 7th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

THOMAS WRIGHT, 7, Belvoir-street, Leicester, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Fitzherbert Brooke, carrying on business at Hollister-street, Saint Paul's, in the city and county of Bristol, and residing at No. 16, Banner-road, Ashley-road, in the said city and county, Aerated Water Manufacturer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Philip Triggs, Public Accountant, 39, Broad-street, in the city and county of Bristol, on the 15th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 23rd day of November, 1880.

HAROLD BOLLES BOWLES, Guildhall-chambers, Bristol, Solicitor for the said Charles Fitzherbert Brooke.

The Bankruptcy Act, 1869.

In the County Court of Gloucestershire, holden at Bristol. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William John Hilliar, of 8, Osborne-villas, St. Michael's Park, in the city of Bristol, Commission Agent.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Hobbs, Solicitor, situate at 28, Clare-street, Bristol aforesaid, on the 10th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

GEORGE JOHN HOBBS, 28, Clare-street, Bristol, 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 George Ashley, of No. 29, Morton-street, Russell Town, in the parish of Saint George's, in the county of Gloucester, Baker and Grocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Johnson and Co., Accountants, Archhouse-chambers, John-street, in the city of Bristol, on the 8th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

GEORGE ASHLEY, the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Charles Hibbert Jones, of No. 4, High-street, Redcar, in the county of York, Agent, and trading under the name of H. E. Jones, as Fancy Dealer 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 the Inns of Court Hotel, in Holborn, London, on the 6th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 19th day of November, 1880.

J. H. DRAPER, Stockton-on-Tees, Solicitor for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Eastwood, of Lofthouse-in-Cleveland, in the county of York, Innkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at Messrs. Jackson and Jackson's offices, 42, Albert-road, Middlesborough, in the county of York, on the 7th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 19th day of December, 1880.

JACKSON and JACKSON, 42, Albert-road, Middlesborough, Solicitors for the said Debtor.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Tenniswood, of 22, Harris-street, Middlesborough, in the county of York, Stonemason.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. John James Wilkes, Solicitor, 3, Zetland-road, Middlesborough aforesaid, on the 13th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

JNO. J. WILKES, 3, Zetland-road, Middlesborough, 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 Jane Everett, of the Montague Arms, No. 1, Montague-street, Bedford-street, Brighton, in the county of Sussex, Innkeeper.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Trevor Pollard, 3, Prince Albert-street, Brighton, Solicitor, on the 13th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 20th day of November, 1880.

TREVOR POLLARD, 3, Prince Albert-street, Brighton, Solicitor for the said Jane Everett.

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 Oswald Gibson, of Playden, near Rye, in the county of Sussex, formerly a Schoolmaster, 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 44A, Robertson-street, Hastings, in the county of Sussex, on the 10th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 24th day of November, 1880.

FRED. A. LANGHAM, 44A, Robertson-street, Hastings, Solicitor 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 Thomas Faulkes, of Hoveringham Mill, Hoveringham, in the county of Nottingham, Farmer and Miller.

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. Frederick Acton, Solicitor, Victoria-street, Nottingham, on the 2nd day of December, 1880, at twelve o'clock at noon precisely.—Dated this 22nd day of November, 1880.

FRED. ACTON, Victoria-street, Nottingham, Solicitor 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 Philip Nener, formerly of Oakerthorpe, in the parish of South Wingfield, in the county of Derby, Coal Merchant and Colliery Agent, but now residing at No. 15, Roby-cottages, Banbury-street, in the town of Nottingham, 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 my office, Brougham-chambers, Wheeler-gate, in the town of Nottingham, on the 6th day of December, 1880, at twelve o'clock at noon precisely.—Dated this 18th day of November, 1880.

E. H. FRASER, Brougham-chambers, Wheeler-gate, Nottingham, Solicitor 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 Daniel Sibley, of No. 21, Chapel Bar, in the town of Nottingham, Tailor and Woollen Draper.

NOTICE is hereby given, that a Second General Meeting of the creditors of the above-named person has been summoned to be held at No. 14, Low-pavement, Nottingham, on the 1st day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

J. BLACK, 14, Low-pavement, Nottingham, Solicitor 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 John Gilbert, of Chesterfield-street, Carlton, in the county of Nottingham, 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 No. 7, Low-pavement, Nottingham, on the 3rd day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1880.

JNO. MARIN, 7, Low-pavement, Nottingham, Solicitor 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 Samuel Henshaw, of the Curzon Arms, Curzon-street, in the town of Nottingham, 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. Parsons and Bird, Solicitors, Eldon-chambers, Nottingham, on the 9th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 23rd day of November, 1880.

A. PARSONS and BIRD, Eldon-chambers, Nottingham, Solicitors 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 William Gardner, of the Cross Keys Inn, Brockmoor, in the parish of Kingswinford, in the county of Stafford, 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 office of Messrs. Stokes and Harper, 1, Priory-street, Dudley, in the county of Worcester, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

STOKES and HARPER, 1, Priory-street, Dudley, Solicitors 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 George Paskin, of Halesowen, in the county of Worcester, late of the Golden Cross Inn, Peckingham-street, Licensed Victualler, but now of Spring Hill, Halesowen aforesaid, Well Sinker and Pump 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 Swan Hotel, Hagley-road, Stourbridge, in the county of Worcester, on the 9th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1880.

A. J. ROSKELL, Union-chambers, Stourbridge, Solicitor for the said George Paskin.

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 William John Pleass, late of Wordsley, in the parish of Kingswinford, in the county of Stafford, Carpenter and Joiner, afterwards of Dudley, in the county of Worcester, and now in lodgings at No. 7, Dudley-street, Brierley Hill, in the parish of Kingswinford 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 Mr. W. O. C. Addison, of No. 142, High-street, Brierley Hill, in the county of Stafford, Solicitor, on the 7th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

W. O. C. ADDISON, Brierley Hill, 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 John Jarvis, of the Pheasant Inn, Brookmoor, in the parish of Kingswinford, in the county of Stafford, Inn-keeper and Blacksmith.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Charles Herbert Collie, Solicitor, Union-chambers, Stourbridge, on the 10th day of December, 1880, at half-past ten o'clock in the forenoon precisely.—Dated this 22nd day of November, 1880.

C. HERBERT COLLIE, Union-chambers, Stourbridge, Solicitor for the Debtor.

The Bankruptcy Act, 1869.

In the County Court of Worcestershire, holden at
Kidderminster.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Joseph Tain, of Love-lane, Kidderminster, in the county of Worcester, Market Gardener.

NOTICE is hereby given, that a General Meeting of the creditors of the above-named person has been summoned to be held at the offices of Mr. Alfred Spencer Thursfield, Solicitor, situate at No. 12, Swan-street, Kidderminster, in the county of Worcester, on the 10th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

ALFRED S. THURSFIELD, Solicitor for the 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 Edward Prince, of Nantwich, in the county of Chester, Grocer, Beerseller, and Milk-seller.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Henry Claud Lisle, Solicitor, Hospital-street, Nantwich, on the 9th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

H. CLAUD LISLE, Nantwich, 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 Charles Jones, of No. 50, Earle-street, Crewe, in the county of Chester, 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. Arthur Griffiths Hill, Solicitor, Market-street, Crewe, in the county of Chester, on the 14th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1880.

ARTHUR G. HILL, Crewe, 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 Charles Grocott, of Nantwich, in the county of Chester, Manufacturer of Annatto, Provision Dealer, Insurance Agent, and Agent for the Sale of Bone and Artificial Manures.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the office of Mr. Henry Claud

Lisle, Solicitor, Nantwich, on the 15th day of December, 1880, at eleven o'clock in the forenoon precisely.—Dated this 24th day of November, 1880.

H. CLAUD LISLE, Nantwich, 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 John Burston of Wardle, in the county of Chester, 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. Henry Claud Lisle, Solicitor, Nantwich, on the 15th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

H. CLAUD LISLE, Nantwich, Solicitor 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 George Goodwin, of No. 2, Walter-street, Wellington-road North, Heaton Norris, in the county of Lancaster, 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 Grove Inn, Lord-street, Stockport, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 23rd day of November, 1880.

W. FRANKLAND ALDERSON, 23A, Bridge-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 William David Morgan, of Church-street and Mumforth-street, in the town, borough, and county of Flint, Saddler.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the George Hotel, Shrewsbury, in the county of Salop, on the 4th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

P. MWYNDEG EVANS, Well-street, Holywell, Solicitor for the said William David Morgan.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Carlisle.
In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Smith, of the New Brewery, Brampton, in the county of Cumberland, Brewer and Malster.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Scotch Arms Inn, Brampton aforesaid, on the 13th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 20th day of November, 1880.

THOS. FORSTER, Brampton, Cumberland, Solicitor for the said George Smith.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at
Cockermouth.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Lomas, of 80, Crosby-street, Maryport, in the county of Cumberland, 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 Senhouse Arms Hotel, in Maryport aforesaid, on the 9th day of December, 1880, at three o'clock in the afternoon precisely.—Dated this 24th day of November, 1880.

TYSON and HOBSON, Maryport, Solicitors for the said James Lomas.

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 Lewis, of Market-place, Fowrcrosses, Festiniog, in the county of Merioneth, Fish and Fruit Dealer and Greengrocer.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Queen's Hotel, Fowrcrosses, Festiniog, in the county of Merioneth, on the 8th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

G. H. ELLIS, Fowrcrosses, Festiniog, Solicitor for the said Richard Lewis.

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 Patrick Finnigan, of 16, Nun-street, Newcastle-on-Tyne, in the county of Northumberland, Boot and Shoe Manufacturer, trading under the style or firm of Patrick Finnigan and Son.

NOTICE is hereby given, that a First General Meeting of the creditors of the above-named person has been summoned to be held at the Swan Hotel, Stafford, in the county of Stafford, on the 7th day of December, 1880, at two o'clock in the afternoon precisely.—Dated this 22nd day of November, 1880.

WM. MORGAN, Stafford, Solicitor 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 Edward James Atkinson and Fenwick Yellowley Hedley, both of G King-street, in the borough and county of Newcastle-on-Tyne, trading under the style or firm of James Atkinson and Son, the said Edward James Atkinson residing at No. 4, Framlington-place, Newcastle-upon-Tyne aforesaid, and the said Fenwick Yellowley Hedley formerly residing at No. 14, Nixon-street, Newcastle-upon-Tyne aforesaid, but now at 57, Front-street, Tynemouth, in the county of Northumberland, in Furnished Lodgings.

A GENERAL Meeting of the Creditors of the above-named liquidating debtors is hereby summoned to be held at the offices of Messrs. Strachan, Hill, and Co., 18, Grainger-street West, Newcastle-upon-Tyne, Accountants, on Monday, the 6th day of December, 1880, at eleven o'clock in the forenoon precisely, for all or any of the following purposes, namely:—1. To receive account of realization of estate, vote Trustee's remuneration, and make First and Final Dividend; 2. To consider and, if agreed to, vote the debtors' discharge; 3. To fix a time for the close of the liquidation, and for the release of the Trustee.—Dated this 24th day of November, 1880.

T. Y. STRACHAN, Trustee.

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 James Atkinson and Fenwick Yellowley Hedley, both of G King-street, in the borough and county of Newcastle-on-Tyne, trading under the style or firm of James Atkinson and Son, the said Edward James Atkinson residing at No. 4, Framlington-place, Newcastle-on-Tyne aforesaid, and the said Fenwick Yellowley Hedley formerly residing at No. 14, Nixon-street, Newcastle-upon-Tyne aforesaid, but now at 57, Front-street, Tynemouth, in the county of Northumberland, in Furnished Lodgings.

In the Separate Estate of the said Edward James Atkinson.

A GENERAL Meeting of the Creditors of the above-named liquidating debtor is hereby summoned to be held at the offices of Messrs. Strachan, Hill, and Co., 18, Grainger-street West, Newcastle-upon-Tyne, Accountants, on Monday, the 6th day of December, 1880, at half-past eleven o'clock in the forenoon precisely, for all or any of the following purposes, namely:—1. To consider, and if agreed to, vote the debtor's discharge; 2. To close the liquidation, and to release the Trustee.—Dated this 24th day of November, 1880.

T. Y. STRACHAN, Trustee.

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 Chapman, of No. 2, Side, in the borough and county of Newcastle-upon-Tyne, also of Leeds, in the county of York, Provision Broker and Provision Merchant, trading under the style or firm of John Chapman and Co.

A GENERAL Meeting of the Creditors of the above-named liquidating debtor is hereby summoned to be held at the offices of Messrs. Strachan, Hill, and Co., Accountants, 18, Grainger-street West, Newcastle-upon-Tyne, on Monday, the 6th day of December, 1880, at one o'clock in the afternoon precisely, for all or any of the following purposes, namely:—1. To receive account of realization of estate, and make Final Dividend; 2. To consider and, if agreed to, vote the debtor's discharge; 3. To fix a time for the close of the liquidation and for the release of the Trustee.—Dated this 25th day of November, 1880.

T. Y. STRACHAN, Trustee.

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 Joseph Brown, of Drury-lane, in the borough and county of Newcastle-upon-Tyne, Milliner and Draper.

A GENERAL Meeting of the Creditors of the above-named liquidating debtor is hereby summoned to be held at the offices of Messrs. Strachan, Hill, and Co., Accountants, 18, Grainger-street West, Newcastle-upon-Tyne, on Monday, the 6th day of December, 1880, at twelve o'clock at noon precisely, for all or any of the following purposes, namely:—1. To receive account of realization of estate, vote Trustee's remuneration, and make Final Dividend; 2. To consider and, if agreed to, vote the debtor's discharge; 3. To fix a time for the close of the liquidation, and for the release of the Trustee.—Dated this 25th day of November, 1880.

T. Y. STRACHAN, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Dorchester.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Charles Young, of Puddletown, in the county of Dorset, Builder.

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. Edwin Burnett, South-street, Dorchester, on Thursday, the 2nd day of December next, at eleven o'clock precisely, for the following purposes, viz.:—1. To fix the date for 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 23rd day of November, 1880.

GEO. CROOKER, Jun., 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 Cecil Howard Hinton, of No. 26, Hamsell-street, Falcon-square, in the city of London, Shirt Manufacturer.

THE creditors of the above-named Cecil Howard Hinton who have not already proved their debts, are required, on or before the 7th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edmund Charles Chatterley, of 3, 4, and 5, Queen-street, Cheapside, in the city of London, Chartered 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 23rd day of November, 1880.

EDM. C. CHATTERLEY, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Thomas Craddock, of 400, Mile End-road, in the county of Middlesex, Grocer.

THE creditors of the above-named John Thomas Craddock who have not already proved their debts, are required, on or before the 3rd day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Izard, of 6, Arthur-street East, in the city of London, Manager of the Creditors' Association of Wholesale Dealers, 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 23rd day of November, 1880.

WILLIAM IZARD, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Charles Averillo, of 1, Park-cottages, South Croydon, in the county of Surrey, trading at 160, Queen Victoria-street, and at Holborn Viaduct, as Eadrail and Co., and at Bridge-chambers, Blackfriars, as J. Dale and Co., the London Bonus Tea and Clothing Association, and as the London Customs Tea Association, and at 77, South End, Croydon, as W. Jupp, Tea Dealer.

THE creditors of the above-named John Charles Averillo who have not already proved their debts, are required, on or before the 10th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Izard, of 6, Arthur-street East, in the city of London, Manager of the Creditors' Association of Wholesale Dealers, 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, 1880.

WILLIAM IZARD, 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 Wright, of No. 72, Railway-arch, Maria-street, Kingsland-road, in the county of Middlesex, Timber Merchant.

THE creditors of the above-named Henry Wright who have not already proved their debts, are required, on or before the 7th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Stone Collard, of 8, Pancras-lane, Queen Victoria-street, in the city of London, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1880.

C. S. COLLARD, 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 Alexander Macpherson, of 91 and 92, Great Tower-street, in the city of London, and of 57, Thorphill-square, Islington, in the county of Middlesex, Wholesale Tea and Coffee Dealers, trading as Macpherson and Co., A. Smith and Co., and the Tea and Coffee Company.

THE creditors of the above-named Alexander Macpherson who have not already proved their debts, are required, on or before the 4th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Bewley Crump, of 44, Eastcheap, in the city of London, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1880.

J. B. CRUMP, 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 Julia Hall, of No. 10, Brandram-road, Lee, in the county of Kent, Widow.

THE creditors of the above-named Julia Hall who have not already proved their debts, are required, on or before the 7th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Francis Cooper, of No. 14, George-street, Mansion House, in the city of London, Chartered 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, 1880.

FRANCIS COOPER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Surrey, holden at Guildford and Godalming.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by George Mordant, of Arthur-street, Aldershot, in the county of Southampton, generally known as Thomas Mason, and trading or carrying on business under that name at Victoria-road, Aldershot aforesaid, as an Army Contractor, Baker, and Horehound Beer Merchant, and at Lynchford-road, Farnborough, in the said county, as a Coal Merchant.

THE creditors of the above-named George Mordant who have not already proved their debts, are required, on or before the 6th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederick Conrad Wohlgenuth, of No. 64, Mark-lane, in the city of London, Coal Merchant, or Alfred James Nash, of Farnham, in the county of Surrey, Auctioneer, the Trustees under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 20th day of November, 1880.

FREDERICK CONRAD WOHLGEMUTH,
ALFRED JAMES NASH, Trustees.**The Bankruptcy Act, 1869.**

In the County Court of Northamptonshire, holden at Peterborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Smith Whitfield, of Clinton, in the county of Northampton, Farmer.

THE creditors of the above-named John Smith Whitfield who have not already proved their debts, are required, on or before the 10th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, James Bristow, of Peterborough, in the county of Northampton, Auctioneer, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1880.

JAMES BRISTOW, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cheshire, holden at Macclesfield. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Favill, of 55, Bridge-street, near Macclesfield, in the county of Chester, Wood Turner.

THE creditors of the above-named John Favill who have not already proved their debts, are required, on or before the 10th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Ibeson, of 47, Chester-gate, Macclesfield, in the county of Chester, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1880.

GEO. IBESON, Trustee.

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 George Cross and Richard Green Cross, both of Winsford, in the county of Chester, Boat Builders, Timber Merchants, and Salt Proprietors, lately carrying on business together under the style or firm of G. and R. G. Cross.

THE creditors of the above-named George Cross and Richard Green Cross who have not already proved their debts, are required, on or before the 6th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Mathison, of 22, Lord-street, Liverpool, in the county of Lancaster, Public Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 19th day of November, 1880.

WILLIAM MATHISON, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Herefordshire, holden at Hereford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Albert George Daw, of the parish of King's Pion, in the county of Hereford, Blacksmith.

THE creditors of the above-named Albert George Daw who have not already proved their debts, are required, on or before the 7th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to Orlando Shellard, of King-street, in the city of Hereford, 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 23rd day of November, 1880.

JAMES CORNER, Solicitor for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Herefordshire, holden at Hereford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Edwin Beavan, of No. 11, Saint John's, in the town of Hay, in the county of Brecon, Tailor and Draper.

THE creditors of the above-named Edwin Beavan who have not already proved their debts are required, on or before the 7th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims to Orlando Shellard, of King-street, in the city of Hereford, 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 23rd day of November, 1880.

JAMES CORNER, Solicitor for the Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Gibbard, of Middleton Cheney, in the county of Northampton, Farmer and Cattle Dealer.

THE creditors of the above-named William Gibbard who have not already proved their debts, are required, on or before the 8th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Henry Page, of Banbury, in the county of Oxford, 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 22nd day of November, 1880.

HENRY PAGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Oxfordshire, holden at Banbury.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Gibbard, of Mollington, in the county of Oxford, Farmer.

THE creditors of the above-named Thomas Gibbard who have not already proved their debts, are required, on or before the 8th day of December, 1880, to send their names and addresses, and the particulars of their debts or

claims, to me, the undersigned, Henry Page, of Banbury, in the county of Oxford, 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 22nd day of November, 1880.

HENRY PAGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Whitehaven. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Townson, late of 7A, King-street, Whitehaven, in the county of Cumberland, and of the Temperance Hotel, Tangier-street, in Whitehaven aforesaid, but now of Roper-street, Whitehaven aforesaid, Musical Instrument Dealer and Music Seller.

THE creditors of the above-named John Townson who have not already proved their debts, are required, on or before the 6th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Frederick Lucas, of 20, Great Marlborough-street, London, in the county of Middlesex, Chartered Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1880.

FRED. LUCAS, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Durham, holden at Stockton-on-Tees and Middlesborough.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Randolph Innes Hopkins, of Middlesborough, and of Grey Towers, and of Saltburn-by-the-Sea, all in the county of York, Ironmaster, Isaac Wilson, of Middlesborough aforesaid, and of Nunthorpe Hall, in the said county of York, Ironmaster, M.P., and Edgar Gilkes, of Middlesborough aforesaid, Ironmaster, trading together in copartnership as Ironmasters, Coal Owners, and Fire Brick Manufacturers, at the Linthorpe Iron Works, Middlesborough aforesaid, and at the Lackenby Iron Works, near Redcar, in the said county of York, and at West Hunwick, near Bishop Auckland, in the county of Durham, under the style or firm of Lloyd and Co., the said Isaac Wilson also trading in copartnership with the executors of the late Joseph Fense, deceased, at Middlesborough aforesaid, as Earthenware Manufacturers, under the style or firm of Isaac Wilson and Co.

THE separate creditors of the above-named Edgar Gilkes who have not already proved their debts, are required, on or before the 3rd day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to William Barclay Peat, of Royal Exchange, Middlesborough, 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 23rd day of November, 1880.

EDWIN WATERHOUSE, for self and Co-Trustee.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Thomas Nias, of Heston, in the county of Middlesex, Builder.

THE creditors of the above-named Thomas Nias who have not already proved their debts are required, on or before the 21st day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Thomas Anthony Woodbridge, of Brentford, in the said county of Middlesex, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1880.

THOS. A. WOODBRIDGE, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Robert Napier, of 81 and 83, Goodiers-lane, Salford, in the county of Lancashire, Baker and Provision Dealer.

THE creditors of the above-named William Robert Napier who have not already proved their debts, are required, on or before the 20th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Arthur Henry Lamb, of 1, Princess-street, Manchester, in the county of Lancashire, Chartered Accountant, or to James Eckersley, of 49, Hanging Ditch, Manchester aforesaid, Chartered Accountant, Secretary of the Creditors' Association of Wholesale Dealers, 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, 1880.

A. H. LAMB,
JAMES ECKERSLEY, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Preston. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Clarkson, of Carnforth, in the county of Lancaster, Stonemason, Builder, and Quarrymaster.

THE creditors of the above-named Robert Clarkson who have not already proved their debts, are required, on or before the 12th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Robinson, of No. 4, Saint James-terrace, Barrow-in-Furness, in the county of Lancaster, Contractor's 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 22nd day of November, 1880.

JOHN ROBINSON Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Warrington. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Dinwiddie, of Latchford, in the county of Chester, Commercial Clerk.

THE creditors of the above-named Thomas Dinwiddie who have not already proved their debts, are required, on or before the 8th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Lunt, of Latchford, in the county of Chester, Contractor, 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, 1880.

JOHN LUNT, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Canterbury. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Perkins, of Preston Court, near Wingham, in the county of Kent, Farmer and Grazier.

THE creditors of the above-named William Perkins who have not already proved their debts, are required, on or before the 4th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to us, the undersigned, Thomas Champion and Richard Wilks, at the offices of Messrs. Hallett, Creery, and Furlley, of Ashford, in the county of Kent, Solicitors for 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, 1880.

THOMAS CHAMPION,
RICHARD WILKS, Trustees.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Halifax. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Bradley, of 16, Chatham-square, in Halifax, in the county of York, Stonemason.

THE creditors of the above-named Joseph Bradley who have not already proved their debts, are required, on or before the 11th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joshua Armitage Riley, Chartered Accountant, 9, Cheapside, Halifax aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1880.

JOSHUA ARMITAGE RILEY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at York. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Thomas Smith, of Pains-thorpe, in the parish of Kirby Underdale, in the county of York, Farmer.

THE creditors of the above-named Thomas Smith who have not already proved their debts, are required, on or before the 20th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Richard Massey English, addressed to me at the offices of Messrs. Powell and Sargent, Solicitors, Pocklington, York, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1880.

R. M. ENGLISH, 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 Frank Kelsey, of Market Weighton, in the county of York, Innkeeper.

THE creditors of the above-named Frank Kelsey who have not already proved their debts, are required, on or before the 20th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Ramsey, addressed

to me at the offices of Messrs. Powell and Sargent, Solicitors, Pocklington, York, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 23rd day of November, 1880.

GEORGE RAMSEY, Trustee.

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 Chipchase, of Dewsbury, in the county of York, Grocer and Tea Dealer.

THE creditors of the above-named James Chipchase who have not already proved their debts, are required, on or before the 9th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims to me, the undersigned, William John Wilkinson, of the Market-place, in Dewsbury aforesaid, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 18th day of November, 1880.

WILLIAM JNO. WILKINSON, 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 Abel Boothroyd, of Huddersfield, in the county of York, Yarn Spinner.

THE creditors of the above-named Abel Boothroyd who have not already proved their debts, are required, on or before the 15th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, William Schofield, of Queen-street, Huddersfield, in the county of York, Fellow of the Chartered Accountants, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1880.

W. SCHOFIELD, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Joseph Swards, of Mavesby, in the county of Lincoln, Grocer and Draper.

THE creditors of the above-named Joseph Swards who have not already proved their debts, are required, on or before the 6th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, George Jay, of No. 8, Bank-street, in the city of Lincoln, Chartered 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 23rd day of November, 1880.

GEORGE JAY, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Derbyshire, holden at Derby. In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Robert Radford, of Newstreet, near Radbourne-street, Newzealand, Derby, in the county of Derby, Asphalter.

THE creditors of the above-named Robert Radford who have not already proved their debts, are required, on or before the 30th day of November, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Joseph Handford Richardson, of 16, Derwent-street, Derby, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 22nd day of November, 1880.

JOSEPH HANDFORD RICHARDSON, Trustee.

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 Charles Pearce, of Victoria Wire Works, King's-road, Reading, in the county of Berks, Wire Worker.

THE creditors of the above-named Charles Pearce who have not already proved their debts, are required, on or before the 14th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, John Miller, of 37 and 38, Market-place, Reading, 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, 1880.

JOHN MILLER, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Dorsetshire, holden at Poole. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Sidney Leslie Cousins, of Bournemouth, in the county of Hants, Clerk in Holy Orders.

THE creditors of the above-named Sidney Leslie Cousins who have not already proved their debts, are required, on or before the 15th day of December, 1880, to send their

names and addresses, and the particulars of their debts or claims, to me, the undersigned, Alfred Herbert Jolliffe, of Bournemouth aforesaid, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1880.

ALFRED H. JOLLIFFE, 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 William Morris, of King-street, Brynmawr, in the county of Brecon, and James-street, Ebbw Vale, in the county of Monmouth, Grocer and Provision Merchant, trading as Morris and Co.

THE creditors of the above-named William Morris who have not already proved their debts, are required, on or before the 4th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Edward Thomas Collins, of 39, Broad-street, in the city of Bristol, Accountant, the Trustee under the liquidation, or in default thereof they will be excluded from the benefit of the Dividend proposed to be declared.—Dated this 24th day of November, 1880.

EDWD. THOS. COLLINS, 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 Tapp, of No. 252, Lozells-road, Villa Cross, Aston, near Birmingham, in the county of Warwick, Tailor and Draper.

THE creditors of the above-named William Tapp who have not already proved their debts, are required, on or before the 11th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Luke Jesson Sharp, of 47, Ann-street, Birmingham, Chartered 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, 1880.

L. J. SHARP, Trustee.

The Bankruptcy Act, 1869.

In the County Court of Staffordshire, holden at Burton-on-Trent.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of John Nixon, of Church Gresley and Midway, both in the county of Derby, Builder, Carpenter, and Wheelwright.

THE creditors of the above-named John Nixon who have not already proved their debts, are required, on or before the 6th day of December, 1880, to send their names and addresses, and the particulars of their debts or claims, to me, the undersigned, Charles Harrison, of Burton-on-Trent, 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 23rd day of November, 1880.

CHAS. HARRISON, 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 Edwin Frederick Carter, of 158, Camberwell-road, in the county of Surrey, Corn Merchant and Cab Proprietor.

WILLIAM HENRY EDWARDS, of 23, Borough High-street, Southwark, in the county of Surrey, 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 16th day of November, 1880.

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 Cox, of No. 12, James-street, Goswell-road, in the county of Middlesex, and of No. 5, Crowland-terrace, Church-road, Islington, in the said county, Boot and Shoe Manufacturer, formerly carrying on business at 12, James-street aforesaid, in copartnership with Alfred George Carter, under the style or firm of Carter and Cox, as Boot and Shoe Manufacturers.

EDWARD PARKER WILSON, of No. 11, Old Jewry, 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 19th day of November, 1880.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of Elizabeth Ann Edgcomb, of No. 32, Compton-terrace, Highbury, in the county of Middlesex, Spinster. Lodging-house Keeper.

ANDREW TURNER (of the firm of Andrew and Robert Turner), of Nos. 3 and 5, High-street, Islington, in the county of Middlesex, Upholsterer, 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, 1880.

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 Emma Louise Rogers, of William-street, Herne Bay, in the county of Kent, Confectioner.

JOHAN BARNWELL, of Herne Bay, in the county of Kent, Grocer, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1880.

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 Henry Haines, of Boston, in the county of Lincoln, Bookseller and Stationer.

CHARLES LUCAS, of Boston aforesaid, Chartered 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, 1880.

The Bankruptcy Act, 1869.

In the County Court of Lincolnshire, holden at Lincoln.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of James Leggett Lockwood, of Thornholmes, in the parish of Owston, in the county of Lincoln, Farmer.

THOMAS HORBERRY, of Gunthorpe, in the county of Lincoln, 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 18th day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Essex, holden at Colchester.

In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by James Frederick Rumball, of Halstead, in the county of Essex, Farmer.

JAMES MAYHEW BALLS, of Castle Hedingham, in the county of Essex, Land 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 24th day of November, 1880.

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 Birehall, of Naseby, in the county of Northampton, Saddler.

HENRY HALLAM, of Clarence Works, 34, Ford-rough-street, Birmingham, Saddler's Ironmonger, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1880.

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 Philip Wells, residing in lodgings at Blaby, in the county of Leicester, and George Harrison, residing at Folkestone

Villa, Aylestone-road, in the parish of Aylestone, in the said county of Leicester, and both carrying on business as Boot and Shoe Manufacturers, at No. 3 $\frac{1}{2}$, Wellington-street, Leicester, in the said county of Leicester, under the style of Philip Wells, Harrison, and Co.

EDWARD ROBERTS, of Millstone-lane, Leicester, in the county of Leicester, 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 his 22nd day of November, 1880.

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 Richard Wilcock, of 65, High-street, Wallsend, in the county of Northumberland, Clogger and Boot and Shoe Dealer.

EDMUND NICHOLLS, of Newcastle-upon-Tyne, Public Accountant, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 23rd day of November, 1880.

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 Sarah Ann Rose, of Nos. 123 and 124, Hockley-hill, Birmingham, in the county of Warwick, Draper and Milliner, and residing at Victoria-place, Livingstone-road, Birchfield, in the county of Stafford.

CHARLES BAKER, of No. 7, Waterloo-street, Birmingham, in the county of Warwick, Chartered 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 27th day of October, 1880.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by Richard Russell Dodd, of Barby, in the county of Northampton, Farmer and Grazier.

ARTHUR JOHNSON OSBORN, of Daventry, in the county of Northampton, 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, 1880.

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Coventry. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by John Smith, of 48, Earl-street, in the city of Coventry, Clothier.

HENRY MERRICK, of Earl-street, in the city of Coventry, 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 18th day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Salford.

In the Matter of a Special Resolution for Liquidation by Arrangement of the affairs of William Robert Napier, of 81 and 83, Goodiers-lane, Salford, in the county of Lancaster, Baker and Provision Dealer.

ARTHUR HENRY LAMB, of 1, Princess-street, Manchester, in the county of Lancaster, Chartered Accountant, and James Eckersley, of 49, Hanging Ditch, Manchester aforesaid, Chartered Accountant, Secretary of the Creditors' Association of Wholesale Dealers, have been appointed joint Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 24th day of November, 1880.

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 Thomas Birch, of 81, Dale-street and 62, Granby-street, both in the city of Liverpool, in the county of Lancaster, Boot Maker, trading under the style of Birch and Son, and formerly carrying on business as a Boot Maker, at 43, Brunswick-road, Liverpool aforesaid, and at 327, Derby-road, Bootle, in the county of Lancaster, under the style of the Boot Repairing Company, and also formerly carrying on business as a Bootmaker, at Oxton-road, Birkenhead, in the county of Chester, under the style of Birch and Son, and residing at 62, Granby-street aforesaid.

HENRY BOLLAND, of 10, South John-street, in the city of Liverpool; 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 23rd day of November, 1880.

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 John William Turley, of 41 and 42A, the Temple, Dale-street, in the city of Liverpool, in the county of Lancaster, Iron Merchant.

HENRY BOLLAND, of 10, South John-street, in the city of Liverpool, Accountant, and Frederick George Lucas, of 79, Mosley-street, in the city of Manchester, Accountant, have been appointed Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 15th day of November, 1880.

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 James McHolme, of 59, Aughton-street, Ormskirk, in the county of Lancaster, Draper.

JOSEPH STEWART, of Stafford-street, Liverpool; aforesaid, and Peter Kerr Chesney, of Bradford, in the county of York, Accountants, have been appointed joint Trustees of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustees, and all debts due to the debtor must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 24th day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Cumberland, holden at Cocker-mouth. In the Matter of Proceedings for Liquidation by Arrangement or Composition with Creditors, instituted by William Graves, of Keswick, in the said county, Wine and Spirit Merchant.

JOHN WARWICK, of Keswick aforesaid, Law Clerk, has been appointed Trustee of the property of the debtor. All persons having in their possession any of the effects of the debtor must deliver them to the trustee, and all debts due to the debtor must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 18th day of November, 1880.

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 Henry Prime, of No. 15, Chesterfield-street, in the town of Nottingham, Milk Contractor.

CHARLES MARSHALL, 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 12th day of November, 1880.

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 William Barton, of Woodhurst, in the county of Huntingdon, carrying on business there, and at Somersham, in the same county, Farmer.

ROBERT KING, of Saint Ives, in the county of Huntingdon, 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 23rd day of November, 1880.

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 John Francis Marshall, of Sothorne, in the county of Lincoln, Farmer.

GEORGE JAY, of the city of Lincoln, Chartered 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, 1880.

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 Martha Wynne, of Beach Villa, Colwyn Bay, in the county of Denbigh, Lodging-house Keeper.

JOHN WILLIAM ROGERS, of Llandudno, in the county of Carnarvon, 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, 1880.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

To J. H. Mapleson, of Her Majesty's Theatre, Haymarket, in the county of Middlesex, Proprietor of the said Theatre. In the Matter of a Debtor's Summons issued against you by Edward Dicey, of 396, Strand, in the county of Middlesex, Gentleman.

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 19th day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Middlesex, holden at Brentford. In the Matter of Thomas Hull Terrell, of Sandown Villa, Banelagh-road, Ealing, in the county of Middlesex, Gentleman, adjudicated a Bankrupt on the 8th day of July, 1878.

A GENERAL Meeting of the Creditors of the above-named Thomas Hull Terrell will be held at my offices, No. 1, Queen Victoria-street, in the city of London, on the 8th day of December next, at three o'clock in the afternoon, for the purpose of considering the propriety of authorizing, and, if deemed desirable, to authorize the Trustee to assent to a proposal of the bankrupt for the annulment of the bankruptcy upon payment of a composition of 2s. in the pound to all the creditors under his bankruptcy, in addition to the dividend already declared, together with the costs of the bankruptcy and of the annulment of the adjudication.—Dated this 25th day of November, 1880. **JAMES WADDELL**, Trustee.

In the London Bankruptcy Court.

A SECOND and Final Dividend of 8d. in the pound has been declared in the matter of Juan Fernandez Mocete, of 228, Gresham House, Old Broad-street, in the city of London, and formerly of 7, Union-court, Old Broad-street, aforesaid, Merchant, trading as J. F. Mocete and Co., adjudicated bankrupt on the 22nd day of June, 1876, and will be paid by me, at my offices, No. 62, Coleman street, in the city of London, on Wednesday, the 8th day of December, 1880, between the hours of eleven and four o'clock.—Dated this 25th day of November, 1880.

JOHN A. J. SHAW, Trustee.

In the County Court of Yorkshire, holden at York.

A DIVIDEND of 20s. in the pound has been declared in the matter of William Boyle, of No. 96, Lowther-street, in the suburbs of the city of York, Joiner and Builder, adjudicated bankrupt on the 31st day of March, 1880, and will be paid at the York City and County Bank, in the city of York, on any day after the 16th day of November, 1880, between the hours of ten and one o'clock.—Dated this 16th day of November, 1880.

W. W. MORRELL, Trustee.

In the County Court of Kent, holden at Rochester.

A SECOND and Final Dividend of 6d. in the pound has been declared in the matter of John Webb, of Railway-street, New Brompton, in the county of Kent, Corn-factor, adjudicated bankrupt on the 15th day of September, 1879, and will be paid by me, at the offices of Messrs. Pepper and Ratcliff, No. 300, High-street, Chatham, on and after the 1st day of December, 1880.—Dated this 20th day of November, 1880.

G. PEPPER, Trustee.

In the County Court of Westmorland, holden at Kendal

A FIRST and Final Dividend of 8s. 6d. in the pound has been declared in the matter of Thomas Scales and Henry Fawcett Scales, of Finkle-street, Kendal, in the county of Westmorland, Watchmakers, Jewellers, and Dentists, copartners in trade, trading under the style or firm of Scales Brothers, adjudicated bankrupts on the 3rd day of August, 1880, and will be paid by me, at my office, in the Old Townhall-chambers, Kendal, on and after Wednesday, the 1st day of December, 1880.—Dated this 22nd day of November, 1880.

WILLIAM HEATON, Trustee.

In the County Court of Westmorland, holden at Kendal

A FIRST and Final Dividend of 20s. in the pound has been declared in the matter of the separate estate of Thomas Scales, of the firm of Thomas Fawcett Scales, of Finkle-street, Kendal, in the county of Westmorland, Watchmakers, Jewellers, and Dentists, copartners in trade, trading as Scales Brothers, adjudicated bankrupt on the 3rd day of August, 1880, and will be paid by me, at my office, in the Old Townhall-chambers, Kendal, on and after the 1st day of December, 1880.—Dated this 22nd day of November, 1880.

WILLIAM HEATON, Trustee.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

A DIVIDEND of 2s. 6d. in the pound has been declared on the Further Proofs received since the last Dividend Meeting in the matter of Thomas Harris and Lawrence Harris, of St. Paul's-churchyard, in the city of London, Merchants, trading as L. B. Harris and Sons, adjudicated bankrupts on the 2nd day of November, 1876, and will be paid by me, at my offices, 77, Gresham-street, in the city of London, on and after the 29th day of November, 1880.—Dated this 23rd day of November, 1880.

JNO. F. LOVERING, Trustee.

Declaration of Dividend under a Petition dated 12th July, 1869, against Alfred Cœsar Mew, of Lynton, in the county of Hants, Brewer, and now of 277, Gray's-inn-road, in the county of Middlesex, and of Ryde, in the said county of Hants, Warehouse-man.

NOTICE is hereby given, that the Second Dividend at the rate of 6d. in the pound is now payable, and that warrants for the same may be received by those legally entitled, at the Official Assignee's office, in the London Bankruptcy Court, 34, Lincoln's-inn-fields, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibit-d at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will, or letters of administration under which they claim.—November 25, 1880.

P. PAGET, Official Assignee.

Declaration of Dividend under a Petition, dated 30th December, 1863, against William Hebbon and Andrew Sullivan, of Regent's-row, Dalston, in the county of Middlesex, Crinoline Manufacturers and Copartners, trading under the style or firm of Hebbon and Sullivan.

NOTICE is hereby given, that the First Dividend at the rate of 1d. and $\frac{1}{4}$ ths of one penny in the pound is now payable, and that warrants for the same may be received by those legally entitled, at the Official Assignee's office, in the London Bankruptcy Court, 34, Lincoln's-inn-fields, on Wednesday next, and the three subsequent Wednesdays, between the hours of eleven and two on each day. No warrants can be delivered unless the securities exhibited at the proof of the debt be produced, without the special directions of a Registrar. Executors and administrators of deceased creditors will be required to produce the probate of will or letters of administration under which they claim.—November 25, 1880.

P. PAGET, Official Assignee.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Brighton.

In the Matter of Edwin Pronger, of Monk's Farm, Lancing, in the county of Sussex, Farmer and Butcher, a Bankrupt. **W**HEREAS under a Bankruptcy Petition presented to this Court against the said Edwin Pronger, an order of adjudication was made on the 19th day of May, 1879. This is to give notice, that the said adjudication was, by

order of this Court, annulled on the 12th day of November, 1880.—Dated this 12th day of November, 1880.

In the County Court of Staffordshire, holden at Burton-on-Trent.

In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the Industrial and Provident Societies Act, 1876, and in the Matter of the Burton-on-Trent Working Men's Co-operative Society Limited.

NOTICE is hereby given, that a Petition for the winding up of the above-named Society by the County Court of Staffordshire, holden at Burton-on-Trent, was, on the 19th day of November, 1880, presented to the said Court by the said Society, and that the said petition is directed to be heard before the Court on the 15th day of December next, at eleven o'clock, and any creditor or contributory of the said Society desirous to oppose the making of any order for the winding up of the said Society under the above Act 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 Society requiring such copy, by the undersigned, on payment for the same.

ORMSBY TAYLOR, Lichfield-street, Burton-on-Trent, Solicitor for Petitioners.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of a Bankruptcy Petition against W W Barton, of No. 150, Seven Sisters'-road, Holloway, in the county of Middlesex, Cigar Dealer and Wine Merchant.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said W W Barton having been given, it is ordered that the said W W Barton be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1880.

By the Court,

Wm. P. Murray, Registrar.

The First General Meeting of the creditors of the said W W Barton 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, 1880, 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 Frederick Darben, now or lately of No. 11, Harford-terrace, Mile End-road, 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 Frederick Darben having been given, it is ordered that the said Frederick Darben be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1880.

By the Court,

James R. Brougham, Registrar.

The First General Meeting of the creditors of the said Frederick Darben is hereby summoned to be held at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 7th day of December, 1880, 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 James Rigg Brougham, 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 Greenwich.

In the Matter of a Bankruptcy Petition against John Bowing, of No. 2, Woodland-terrace, Charlton, in the county of Kent, Analytical Chemist.

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 John Bowing having been given, it is ordered that the said John Bowing be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 19th day of November, 1880.

By the Court,

Charles Pitt-Taylor, Registrar.

The First General Meeting of the creditors of the said John Bowing is hereby summoned to be held at the Greenwich County Court, Burney-street, Greenwich, on the 10th day of December, 1880, at one o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Cornwall holden at Truro.

In the Matter of a Bankruptcy Petition against William Waters, of Truro, in the county of Cornwall, Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act of Bankruptcy alleged to have been committed by the said William Waters having been given, it is ordered that the said William Waters be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 23rd day of November, 1880.

By the Court,

J. G. Chilcott, Registrar.

The First General Meeting of the creditors of the said William Waters is hereby summoned to be held at 15, St. Mary-street, Truro, on the 8th day of December, 1880, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Ashton-under-Lyne.

In the Matter of a Bankruptcy Petition against Alexander McIlquham, of Broom-grove Iron Works, Haughton, in the county of Lancaster, Machinist, Engineer, and Iron Founder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debts of the Petitioners, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Alexander McIlquham having been given, it is ordered that the said Alexander McIlquham be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 24th day of November, 1880.

By the Court,

Henry Hall, Registrar.

The First General Meeting of the creditors of the said Alexander McIlquham is hereby summoned to be held at the County Court Room, Townhall, Ashton-under-Lyne, aforesaid, on the 16th day of December, 1880, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Lancashire, holden at Liverpool. In the Matter of a Bankruptcy Petition against Nicholas Nuttall, of 48, Virginia-street, Southport, in the county of Lancaster, Auctioneer.

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 Nicholas Nuttall having been given, it is ordered that the said Nicholas Nuttall be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1880.

By the Court,

Thos. Belbringer, Registrar.

The First General Meeting of the creditors of the said Nicholas Nuttall is hereby summoned to be held at the Court-house, No. 80, Lime-street, Liverpool, on the 7th day of December, 1880, at twelve o'clock at noon, and that the Court has ordered the bankrupt to attend thereat for exami-

mination, 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 Leicestershire, holden at Leicester. In the Matter of a Bankruptcy Petition against George Hodges, of 10, Woodgate, and John Astill, of 16½, Clarence-street, both late of Upper Brown-street, all in Leicester, in the county of Leicester, now or lately trading together under the firm of Hodges and Astill, as Elastic Web Manufacturers.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioners, and of the act of Bankruptcy alleged to have been committed by the said George Hodges and John Astill having been given, it is ordered that the said John Astill be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1880.

By the Court,

Thos. Ingram, Registrar.

The First General Meeting of the creditors of the said John Astill, trading as aforesaid, is hereby summoned to be held at the County Court Office, Friar-lane, Leicester, on the 31st day of December, 1880, 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 Suffolk, holden at Ipswich.

In the Matter of a Bankruptcy Petition against William Samuel Robert Catt, of Saint Matthew's-street, Ipswich, and also of Woodbridge, both in the county of Suffolk.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said William Samuel Robert Catt having been given, it is ordered that the said William Samuel Robert Catt be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 22nd day of November, 1880.

By the Court,

B. P. Grimsey, Registrar.

The First General Meeting of the creditors of the said William Samuel Robert Catt is hereby summoned to be held at the offices of the Court, situate in Museum-street, Ipswich, in the county of Suffolk, on the 13th day of December, 1880, at two o'clock in the afternoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.

In the County Court of Sussex, holden at Hastings.

In the Matter of a Bankruptcy Petition against Russell Munday, of No. 14, Alma-terrace and Wellington-road, Silverhill, in the parish of St. Mary-in-the-Castle, Hastings, in the county of Sussex, Builder.

UPON the hearing of this Petition this day, and upon proof satisfactory to the Court of the debt of the Petitioner, and of the trading, and of the act or acts of the Bankruptcy alleged to have been committed by the said Russell Munday having been given, it is ordered that the said Russell Munday be, and he is hereby, adjudged bankrupt.—Given under the Seal of the Court this 20th day of November, 1880.

By the Court,

Wm. B. Young, Registrar.

The First General Meeting of the creditors of the said Russell Munday is hereby summoned to be held at the Chamber of Commerce, No. 145, Cheapside, in the city of London, on the 9th day of December, 1880, at eleven o'clock in the forenoon, and that the Court has ordered the bankrupt to attend thereat for examination, and to produce thereat a statement of his affairs, as required by the statute.

Until the appointment of a Trustee, all persons having in their possession any of the effects of the bankrupt must deliver them, and all debts due to the bankrupt must be paid, to the Registrar. Creditors must forward their Proofs of Debts to the Registrar.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of Paris Sianides, of Adams-court, 19, Old Broad-street, in the city of London, Broker, a Bankrupt.

Francis Nicholls, of No. 14, Old Jewry-chambers, 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, on the 7th day of December, 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 10th day of November, 1880.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of William Henry Child, formerly of Ranelagh House, but now of Vent House, Deal, and St. John's Hill, Sevenoaks, both in the county of Kent, Builder, a Bankrupt.

Edward Luff Hawkins, of 3, Coleman-street-buildings, 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, Lincoln's-inn-fields, on the 15th day of December, 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 23rd day of November, 1880.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of John McMillan, of No. 29, Falcon-square, in the city of London, Mantle Manufacturer, a Bankrupt.

Alfred Browne, of No. 112, Cheapside, in the city of London, Public Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, Lincoln's-inn-fields, in the county of Middlesex, on the 17th day of December, 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 24th day of November, 1880.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of Frederick Kersten, of 30 and 32, Goswell-road, and 4, College-street, Barnsbury-street, Islington, both in the county of Middlesex, Leather Bag Manufacturer, a Bankrupt.

Augustus Cusaude Palmer, of Nos. 7 and 8, Railway-approach, London Bridge, in the county of Surrey, Chartered 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 17th day of December, 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 24th day of November, 1880.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of Albert Gabriel, now or lately of No. 20, Mentmore-terrace, London Fields, in the county of Middlesex, Boot Manufacturer, a Bankrupt.

John Pochin, of No. 38, Golden-lane, St. Lukes, Leather Merchant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the London Bankruptcy Court, on the 16th day of December, 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 16th day of November, 1880.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of Thomas Warner, of 33, Whetstone-park, Lincoln's-inn-fields, 260, Upper-street, Islington, and Barnsbury Villa, Carlton-road, Tutnell Park, all in the county of Middlesex, Builder, a Bankrupt.

Charles James Singleton, of 8, Staple-inn, in the county of Middlesex, Chartered 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 14th day of December, 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 17th day of November, 1880.

The Bankruptcy Act, 1869.**In the London Bankruptcy Court.**

In the Matter of James Batsford, of 112, Edgware-road, in the county of Middlesex, Comb, Brush, and Perfumery Manufacturer, a Bankrupt.

John Marriott, of 54, Russel-road, Kensington, Estate Agent, 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 8th day of December, 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 25th day of November, 1880.

The Bankruptcy Act, 1869.**In the County Court of Devonshire, holden at Exeter.**

In the Matter of William Honeychurch, of Exmouth, in the county of Devon, Iaukeeper, a Bankrupt.

Richard Southcott, of the city of Exeter, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the Castle of Exeter, at Exeter, on the 9th day of December, 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 23rd day of November, 1880.

The Bankruptcy Act, 1869.**In the County Court of Glamorganshire, holden at Swansea.**

In the Matter of Herbert Jones, late of No. 81, Oxford-street, Swansea, in the county of Glamorgan, Printer, Bookseller, and Stationer, but now of Gower-road, near Swansea aforesaid, out of business, a Bankrupt.

Thomas Williams, of No. 23, Belle Vue-street, Swansea 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 Guildhall, Swansea aforesaid, on the 9th day of December, 1880, 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 23rd day of November, 1880.

The Bankruptcy Act, 1869.**In the County Court of Gloucestershire, holden at Gloucester.**

In the Matter of Thomas Jelf Lane, of No. 90, Northgate-street, in the city of Gloucester, Mercer and Draper, at Bankrupt.

David Rayner, of the city of Bristol, Lace Merchant, and Edmund Digby Worsley, of the city of Gloucester, Accountant, have been appointed Trustees of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court Offices, King-street, Gloucester, on the 20th day of December, 1880, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustees, and all debts due to the bankrupt must be paid to the trustees. Creditors who have not yet proved their debts must forward their proofs of debts to the trustees.—Dated this 22nd day of November, 1880.

The Bankruptcy Act, 1869.**In the County Court of Lancashire, holden at Manchester.**

In the Matter of Joseph Shorrocks and Herbert Austin Shorrocks, both of No. 14, Chancery-lane, Manchester, in the county of Lancaster, Commission Agents and Merchants, trading together in copartnership under the style or firm of Joseph Shorrocks and Co., Bankrupts.

Robert Booth, of Prospect House, Longridge, near Preston, in the county of Lancaster, Manager, has been appointed Trustee of the property of the bankrupts. The Court has appointed the Public Examination of the bankrupts to take place at the Court-house, Quay-street, Manchester, on the 9th day of December, 1880, at twelve o'clock at noon. All persons having in their possession any of the effects of the bankrupts must deliver them to the trustee, and all debts due to the bankrupts must be paid to the trustee.

Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of Joseph Marshall, formerly of Alwrick, in the county of Northumberland, Watchmaker and Jeweller, but now of Postland, in the same county, a Bankrupt.

George Edward Watson, of Alwrick aforesaid, Chartered 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 Offices, Westgate-road, Newcastle-upon-Tyne, on the 9th day of December, 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 22nd day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Bradford. In the Matter of Joseph Edmondson, now residing at 14, Leeds-street, Keighley, and carrying on business as a Builder, at Hall-lane, Shipley, both in the county of York, formerly residing and carrying on business as a Builder, at Mill Fields, Skipton, in the said county, a Bankrupt.

Joseph Briggs, of Shipley, in the county of York, Wood Turner, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the said Court, on the 14th day of December, 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 16th day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Sheffield. In the Matter of John Hinchcliffe, of 19, Wellgate, Rotherham, in the county of York, Pork Butcher, a Bankrupt.

Rhodes Husband, of Eastward Farm, Rotherham aforesaid, Farmer, 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, on the 9th day of December, 1880, 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 24th day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Yorkshire, holden at Huddersfield. In the Matter of David Kaye, of Fenay Bridge, near Huddersfield, in the county of York, Wholesale Clothier, and carrying on business at No. 2, Spring-street, in Huddersfield aforesaid, as a Wholesale Clothier, under the style or firm of D. Kaye and Co., a Bankrupt.

James Bolton, of King-street, Huddersfield aforesaid, Accountant, has been appointed Trustee of the property of the bankrupt. The Court has appointed the Public Examination of the bankrupt to take place at the County Court-house, Queen-street, Huddersfield aforesaid, on the 17th day of December, 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 18th day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Rochester. In the Matter of John Humphries, of 12, Theobald-square, Rochester, and Brand's-yard, Stroud, both in the county of Kent, Barge and Boat Builder, a Bankrupt.

James Cluch, of Chatham, in the county of Kent, Accountant, has been appointed Trustee of the property of the bankrupt, in the place and stead of Robert Thomas Pritchard, late of Rochester, Kent, Gentleman, deceased. All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee. Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.—Dated this 22nd day of November, 1880.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of John Betts Ottaway, of No. 48 and 49, Old Broad-street, in the city of London, and of No. 1, Highbury-villas, Stanstead-road, Forest Hill, in the county of Kent, Tavern Keeper, adjudicated Bankrupt August 19, 1879.

TAKE notice, that a General Meeting of the Creditors of the above-named John Betts Ottaway will be held at the offices of Messrs. Roon and Clarke, of No. 16, Blomfield-street, in the city of London, on Wednesday, the 8th day of December next, at two o'clock in the afternoon, to remove Trayton Pagden Child, from the office of Trustee, now held by him, and to appoint John Bath, of No. 12, St. Bene't-place, Gracechurch-street, in the city of London, Chartered Accountant, or such other person as the creditors may agree upon, Trustee of the estate and effects of the said John Betts Ottaway, in the place and stead of the said Trayton Pagden Child.—Dated this 22nd day of November, 1880.

WILLIAM WINN, a Member of the Committee of Inspection.

The Bankruptcy Act, 1869.

In the County Court of Northumberland, holden at Newcastle.

In the Matter of John Lambert, of No. 62, Northumberland-street and Green Market, both in the borough and county of Newcastle-upon-Tyne, Wholesale Fruit and Potatoe Merchant, adjudicated Bankrupt on the 28th day of May, 1879.

TAKE notice, that a General Meeting of the Creditors of the above-named bankrupt will be held at the offices of Mr. Joseph George Joel, 1, Newgate-street, Newcastle-upon-Tyne, on the 3rd day of December, 1880, at two o'clock in the afternoon, for the following purpose:—To pass a special resolution authorizing the bankrupt to apply to the Court for his discharge.—Dated this 23rd day of November, 1880.

JOHN GRAHAM SLEY FENWICK, Trustee. }

The Bankruptcy Act, 1869.

In the County Court of Warwickshire, holden at Birmingham.

In the Matter of William Holmes, of No. 39½, Cherry-street, Birmingham, in the county of Warwick, Auctioneer and Picture Dealer, and residing at Oak Bank, Park-road, Soho-hill, Handsworth, in the county of Stafford, adjudicated a Bankrupt on the 10th day of June, 1880.

NOTICE is hereby given, that a General Meeting of the Creditors of the above-named person is hereby summoned to be held at the offices of Mr. Charles Marris, Chartered Accountant, No. 37, Waterloo-street, Birmingham aforesaid, on Monday, the 6th day of December, 1880, at three o'clock in the afternoon precisely, for the following purposes:—To consider an application to be made by the bankrupt to the creditors for their assent to his applying to the Court for an Order granting his discharge, although the bankruptcy has not been closed, and, if in their opinion his failure to pay 10s. in the pound has arisen from circumstances for which the bankrupt should not be held responsible, to desire that the said Order of Discharge shall be granted to the said bankrupt.—Dated this 24th day of November, 1880.

CHAS. MARRIS, Trustee.

In the County Court of Cumberland, holden at Carlisle. A Dividend is intended to be declared in the matter of George Knowles, of 85, Lowther-street, in the city of Carlisle, Draper, adjudicated bankrupt on the 22nd day of September, 1879. Creditors who have not proved their debts by the 9th day of December, 1880, will be excluded.—Dated this 19th day of November, 1880. Jas. Richards, Trustee.

In the County Court of Suffolk, holden at Ipswich. A Dividend is intended to be declared in the matter of Edwin Goodwin, of East Bergholt, in the county of Suffolk, Butcher, adjudicated bankrupt on the 26th day of February, 1880. Creditors who have not proved their debts by the 3rd day of December, 1880, will be excluded.—Dated this 22nd day of November, 1880.

J. F. Tischmarsh, Trustee.

In the County Court of Suffolk, holden at Ipswich. A Dividend is intended to be declared in the matter of Thomas Ruddock, of Alston-road, Ipswich, in the county of Suffolk, Builder, adjudicated bankrupt on the 24th day of September, 1880. Creditors who have not proved their debts by the 18th day of December, 1880, will be excluded.—Dated this 24th day of November, 1880.

Alfred T. Baxter, Trustee.

In the County Court of Northamptonshire, holden at Northampton.

A Dividend is intended to be declared in the matter of James Edward Smith, of 19 and 21, Newland, in the town and county of Northampton, Factor and Leather

Merchant, adjudicated bankrupt on the 15th day of March, 1879. Creditors who have not proved their debts by the 4th day of December, 1880, will be excluded.—Dated this 24th day of November, 1880.

Herbert J. Pratt, Trustee.

In the County Court of Buckinghamshire, holden at Aylesbury.

A First and Final Dividend is intended to be declared in the matter of John Dudley, of Coleshill, in the parish of Amerham, in the county of Buckingham, Farmer, adjudicated bankrupt on the 13th day of January, 1880. Creditors who have not proved their debts by the 6th day of December, 1880, will be excluded.—Dated this 22nd day of November, 1880.

Edwin Dudley, Trustee.

In the County Court of Derbyshire, holden at Chesterfield.

A Second and Final Dividend is intended to be declared in the matter of William Wilkinson, of Glumengate, Chesterfield, in the county of Derby, Chemist and Druggist, adjudicated bankrupt on the 13th day of January, 1879. Creditors who have not proved their debts by the 4th day of December, 1880, will be excluded.—Dated this 23rd day of November, 1880.

E. B. Brownlow, Trustee.

The Bankruptcy Act, 1861.

Notice of Dividend Meeting.

A Meeting of the Creditors of the Bankrupt hereinafter named will be held, pursuant to the 174th section of the said Act, at the time and place hereinafter mentioned; that is to say:—

At the County Court of Kent, holden at the Sheerness County Court, before George Winch, Esq., Registrar:

John William Attwater, of No. 119, High-street, Sheerness, in the county of Kent, Builder and Coal Merchant, adjudicated bankrupt on the 17th day of July, 1862. A Dividend Meeting will be held on the 10th day of December next, at ten o'clock in the forenoon precisely.

At the said Meeting the Assignee will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupt's estate recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said meeting will, in pursuance of the said section, declare whether any and what allowance shall be paid to the said bankrupt. Proofs of Debts will be received, and creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

THIS is to give notice, that the Court acting in the prosecution of a fiat in bankruptcy, awarded and issued forth on the 27th day of July, 1837, against Warwick Weston, of Gracechurch-street, in the city of London, Merchant, Dealer, and Chapman, will sit on the 21st day of December, 1880, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Lincoln's-inn-fields, in order to make a Dividend of the estate and effects of the said bankrupt, when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend; and all claims not then proved will be disallowed.

THIS is give notice, that the Court acting in the prosecution of a fiat in bankruptcy awarded and issued forth on the 4th day of August, 1832, against James Weddell, of Burr-street, East Smithfield, in the county of Middlesex, Ship Owner, Master Mariner, Dealer and Chapman, will sit on the 21st day of December, 1880, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Lincoln's-inn-field, in order to make a Dividend of the estate and effects of the said bankrupt, when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend; and all claims not then proved will be disallowed.

THIS is hereby given, that the Court acting in the prosecution of a fiat in bankruptcy, awarded and issued forth on the 30th day of April, 1847, against John Alfred Trimmer, of Brentford, in the county of Middlesex, Victualler, Boarding-house Keeper, Dealer and Chapman, will sit on the 21st day of December, 1880, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Lincoln's-inn-fields, in order to make a Dividend of the

estate and effects of the said bankrupt, when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said dividend; and all claims not then proved will be disallowed.

THIS is to give notice, that the Court acting in the prosecution of a petition for an adjudication of bankruptcy, filed on the 6th day of June, 1860, by Alfred Bradley Bloxam, of 14, Southampton-street, Strand, in the county of Middlesex, Wine Merchant, Dealer and Chapman, will sit on the 22nd day of December, 1880, at eleven o'clock in the forenoon precisely, at the London Bankruptcy Court, Lincoln's-inn-fields, in order to make a dividend of the estate and effects of the said bankrupt, when and where the creditors who have not already proved their debts are to come prepared to prove the same, or they will be excluded the benefit of the said Dividend, and all claims not then proved will be disallowed.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Edward Thomas Delafield, late of Torquay, in the county of Devon, but now of Dover, in the county of Kent, a Bankrupt.

Before Mr. Registrar Hazlitt, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 12th day of July, 1880, reporting that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and dividends to the amount of five pence halfpenny in the pound have been paid, as shown by the statement thereto annexed, and upon hearing the Trustee, and reading the report of the Official Assignee, dated the 11th November, 1880, and no creditor attending to oppose, and the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and dividends to the amount of five pence halfpenny in the pound have been paid, as shown by the said statement, doth order and declare that the bankruptcy of the said Edward Thomas Delafield has closed.—Given under the Seal of the Court this 19th day of November, 1880.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Frederick Thomas Norris, otherwise Henry Norris, of No. 30, Watling-street, in the city of London, Mantle Manufacturer, trading there as F. T. Norris and Co., a Bankrupt.

Before Mr. Registrar Hazlitt, sitting as Chief Judge.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 18th day of October, 1880, reporting that the whole of the property of the bankrupt disclosed in his statement of affairs is valueless, and that he has not been able to discover that any property has since devolved upon him, and upon the application of Mr. Brough, of Counsel for the Trustee, and no creditor appearing to oppose, and upon reading the report of the Official Assignee, dated the 9th day of November, 1880, and the affidavit of Willie Rowland Waller, sworn the 4th day of November, 1880, of postage of notices to creditors of this application, the Court being satisfied that the whole of the property of the bankrupt disclosed in his statement of affairs is valueless, and that the Trustee has not been able to discover that any property has since devolved upon him, doth order and declare that the bankruptcy of the said Frederick Thomas Norris, otherwise Henry Norris, has closed.—Given under the Seal of the Court this 19th day of November, 1880.

The Bankruptcy Act, 1869.

In the London Bankruptcy Court.

In the Matter of Thomas Smith and Charles Harris, trading under the style or firm of Smith, Harris, and Co., of No. 95, Bishopsgate-street Within, in the city of London, Oil and Seed Brokers, Bankrupts.

Before Mr. Registrar Pepys, sitting as Chief Judge.

UPON the application of Mr. W. R. Brooks, the Solicitor for the Trustee, and upon hearing the Solicitor for the said Trustee, and upon reading a report of the Trustee of the property of the bankrupts, dated the 30th day of July, 1880, reporting that the whole of the property of the bankrupts had been realized for the benefit of their creditors, and a dividend to the amount of one shilling and one penny in the pound has been paid, and upon reading the report of the Official Assignee, dated the 6th November, 1880, and no creditor appearing to oppose such application, and the Court being satisfied that the whole of the property of the bankrupts has been realized, and a dividend of one shilling and one penny in the pound has been paid, doth order and declare that the bankruptcy of the said Thomas Smith and Charles Harris has closed.—Given under the Seal of the Court this 16th day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Maidstone. In the Matter of John Baldwin, now or late of the Prince of Wales Inn, Hutton, in the county of Kent, Licensed Victualler, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 20th day of November, 1880, reporting that so much of the property of the bankrupt as could, according to the joint opinion of himself and the Committee of Inspection thereunto annexed in writing under their hands, be realized, without needlessly protracting the bankruptcy, had been realized, as shown by the statement thereunto annexed, and that the assets of the estate were insufficient to pay the costs of the bankruptcy, the Court being satisfied that so much of the property of the bankrupt as can, according to the joint opinion of the Trustee and Committee of Inspection, be realized, without needlessly protracting the bankruptcy, has been realized, and that the assets are insufficient to pay the costs of the bankruptcy, doth order and declare that the bankruptcy of the said John Baldwin has closed.—Given under the Seal of the Court this 22nd day of November, 1880.

The Bankruptcy Act, 1869.

In the County Court of Kent, holden at Tunbridge Wells. In the Matter of Albert Dean, of Paddock Wood, in the parish of Brenebley, in the county of Kent, Grocer and Draper, a Bankrupt.

UPON reading a report of the Trustee of the property of the bankrupt, dated the 6th day of November, 1880, reporting that the whole of the property of the bankrupt had been realized for the benefit of his creditors, and dividends to the amount of seven shillings and six pence in the pound had been paid, as shown by the statement thereunto annexed, the Court being satisfied that the whole of the property of the bankrupt has been realized for the benefit of his creditors, and dividends to the amount of seven shillings and six pence in the pound have been paid, as shown by the Trustee's statement annexed to his report, doth order and declare that the bankruptcy of the said Albert Dean has closed.—Given under the Seal of the Court this 18th day of October, 1880.

THE estates of Neil M'Quarrie, General Merchant, Tobermory, were sequestrated on 23rd November, 1880, by the Court of Session.

The first deliverance is dated the 23rd November, 1880.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 30th day of November, 1880, 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 23rd March, 1881.

The sequestration has been remitted to the Sheriff-Court of Lanarkshire.

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.

SMITH and MASON, S.S.C., Agents.

34, North Castle-street, Edinburgh,
23rd November, 1880.

THE estates of David Walker Brown, Dyer, Trafalgar Dye Works, Bridgeton, Glasgow, sole Partner of the Company, carrying on business there under the firm of James Carruthers, Brown, and Son, as such Partners and as an Individuals, were sequestrated on the 22nd day of November, 1880, by the Sheriff of the county of Lanark.

The first deliverance is dated the 22nd day of November, 1880.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Friday, the 3rd day of December, 1880, 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 22nd day of March, 1881.

A Warrant of Protection has been granted to the bankrupt until the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

R. MURRAY DUNLOP, Writer,
136, Wellington-street, Glasgow, Agent.

THE estates of John Beattie, Baker, Perth-road, Dundee, were sequestrated on the 20th day of November, 1880, by the Sheriff of the county of Forfar.

The first deliverance is dated the 20th day of November, 1880.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Saturday, the 4th day of December, 1880, within Lamb's Hotel, Reform-street, Dundee.

A composition may be offered at this meeting; and to entitle creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March, 1881.

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.

ANDREW HENDRY, 32, Bank-street, Dundee,
Agent.

THE estates of Alexander Fraser, Builder, residing at No. 61, West Clyde-street, Helensburgh, were sequestrated on 22nd November, 1880, by the Sheriff of Stirling and Dumbarton.

The first deliverance is dated the 22nd day of November, 1880.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, afternoon, on Friday, the 3rd day of December, 1880, within the Elephant Hotel, Dumbarton.

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, 1881.

A Warrant of Protection has been granted to the bankrupt till the meeting for election of Trustee, excepting from said protection the Warrant of Imprisonment upon which the bankrupt is at present detained in the Civil Prison at Edinburgh.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

W. BABBIE, Writer,
County-buildings, Dumbarton, Agent,
24th November, 1880.

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.

Printed and Published by THOMAS HARRISON and JAMES WILLIAM HARRISON, Printers, at their Office, No. 45, St. Martin's Lane, in the Parish of St. Martin-in-the-Fields, in the County of Middlesex.

Friday, November 26, 1880.

Price One Shilling.